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ANNUAL REPORT
ON THE
COMMERCIAL RELATIONS
BETWEEN THE
UNITED STATES AND FOREIGN NATIONS,
MADE BY THE
SECRETARY OF STATE,
FOR THE
YEAR ENDING SEPTEMBER 30, 1870.



WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1871.

ACTS OF CONGRESS CREATING A STATISTICAL OFFICE OF THE DEPARTMENT OF STATE.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be the duty of the Secretary of State to lay before Congress annually, at the commencement of its session, in a compendious form, all such changes and modifications in the commercial systems of other nations, whether by treaties, duties on imports and exports, or other regulations, as shall have come to the knowledge of the Department.

Approved August 16, 1842.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That, in addition to the changes and modifications in the commercial systems of other nations now required to be reported by the act approved August 16, 1842, it shall be the duty of the Secretary of State to lay before Congress annually, within sixty days of the commencement of each ordinary session, as a part of said report, all other commercial information, communicated to the State Department by consular and diplomatic agents of this Government abroad, or contained in the official publications of other governments, which he shall deem sufficiently important.

Approved August 18, 1856.

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COMMERCIAL RELATIONS.

LETTER
FROM
THE SECRETARY OF STATE,
TRANSMITTING

A report on the commercial relations of the United States with foreign nations for the year ending September 30, 1870.

FEBRUARY 3, 1871.—Referred to the Committee on Commerce and ordered to be printed.

DEPARTMENT OF STATE,
Washington, February 3, 1871.

SIR: In compliance with the acts of Congress of August 16, 1842, and August 18, 1856, I have the honor to transmit herewith a report on the commercial relations of the United States with foreign nations for the year ending September 30, 1870.

According to a purpose intimated in my last report, a circular and *pro forma* tables, annexed hereto in Appendix A, have been prepared and will soon be sent to the consular officers.

These instructions, besides possessing the advantages already claimed for them, will have, it is believed, the merit of simplicity, and will render the compilation of the returns easier than it is under the existing regulations. It must be confessed that many of these returns have not reached that standard of excellence, in respect either to the trustworthiness of the information furnished or to their clerical execution, which is to be desired. Indeed, some of them are so defective as to reflect but little credit on their authors.

The compilation of commercial reports constitutes one of the most important and difficult of a consul's duties, and the manner in which this task is performed may be considered to afford a fair test of his general capacity and fitness for office. It is proper to state, for the information of Congress, that the merit of the commercial reports received at this Department does not accord with the length of time which the several consuls have spent in the service. Many of the best emanate from consuls whose appointments are comparatively recent, while some of the worst are sent by those who have had the advantage of many years' experience.

As we enter upon a new decade, it may not be amiss to cast a glance at the part taken by foreign nations, during late years, in the commerce and navigation of the world.

In answer to a resolution of the Senate, it became the duty of this Department, during the month of July, 1870, to communicate to the President a report upon the commercial relations of the United States

with Spanish America and Brazil. For the purpose of enabling the President more fully to comply with the resolution, a circular was addressed to the ministers and consuls of the United States in the Spanish American States and Brazil, instructing them to report upon the subject regarding which information was desired. Most of the reports forwarded in compliance with that circular are contained in the documents from this Department which accompanied the annual message of the President to Congress at the beginning of the present session; others that arrived too late for transmission with the President's message are to be found in Appendix B. Statements showing the commerce of some of the principal European nations and Japan are given in Appendix C.

I have the honor to be, sir, your obedient servant,
HAMILTON FISH.

HON. JAMES G. BLAINE,
Speaker of the House of Representatives.

A P P E N D I X A .

Circular to consuls.

A P P E N D I X B .

- No. 1. Mr. Kirk to Mr. Fish, No. 71, October 30, 1870.
- No. 2. Mr. Root to Mr. Fish, No. 3, December 8, 1870.
- No. 3. Mr. Wing to Mr. Fish, No. 48, December 13, 1870.
- No. 4. Mr. Wright to Mr. Fish, No. 151, December 19, 1870.
- No. 5. Mr. Riotte to Mr. Fish, No. 63, December 21, 1870.

A P P E N D I X C .

Commerce of foreign nations.

A P P E N D I X A .

Circular to consuls.

SIR: In order that this Department may acquire more perfect information than heretofore regarding the commerce of your consular district, you are furnished with the accompanying blank forms, A, B, and C, which you will fill in accordance with the *pro forma* tables annexed to this circular in making out your annual reports of commerce to this Department.

Although expected to fill the blank forms furnished to you with accuracy and clearness, you are not restricted to these in making out your reports, but will communicate any information which may appear to you important concerning the commerce, agriculture, manufactures, and kindred subjects relating to the country in which you reside. Reports of this kind should be written on alternate pages of foolscap and forwarded with a separate letter of transmission, but not embodied in the form of a dispatch. Your report should have at its head the names of the country and consular district in which you reside, and a proper title should precede every distinct subject.

You will transmit duplicate copies of all commercial reports, one bearing your seal, signature, and title; and the other, simply your signature. To the tables no signature should be appended.

The most careful attention is expected of you in the compilation of your reports, that the information which they contain may be of a trustworthy character and their general execution such as to enable this Department to transmit them at once to Congress, without the expenditure of time and labor which a general revision necessarily entails.

You are, moreover, admonished that the names of all consular officers, who may omit to make the required reports, will be published in the Report on Commercial Relations.

HAMILTON FISH.

Pro forma.]

A.

Statement showing the commerce at [Nantes] for the year ending September 30, 187[0].

IMPORTS.

Description.	Quantity.	Value entered.	Amount of duties.	Countries whence imported.
Arachides.....*kilos.	3,491,381	To be given in American specie.	To be given in American specie.	Africa.
Cacao.....do.	1,330,114			Brazil, Cuba, United States of Colombia.
Coal.....do.	199,613,678			England.
Coffee.....do.	1,659,481			Haiti, England, India.
Copper.....do.	336,183			England.
Cotton.....do.	343,179			United States.
Dried fruits.....do.	1,943,047			Spain.
Dyeing wood.....do.	399,104			French Colonies, England.
Furniture.....do.	61,591			Haiti, French Colonies, England.
Grain, flour.....do.	4,410			Turkey, Russia.
Hides.....do.	120,179			Brazil.
Iron.....do.	8,493,475			Sweden, England, Belgium.
Jute.....do.	2,095,856			England.
Lead.....do.	1,833,047			Spain, England.
Olive oil.....do.	5,250,779			Italy, Spain, Algiers.
Rice.....do.	1,070,994			India, England.
Salt fish.....do.	66,346			Norway.
Sesame seed.....do.	1,137,946			Africa, India.
Tea.....do.				China.
Tin.....do.				Netherlands, England.
Zinc.....do.				England.
Total.....	229,370,113			

* 1 kilo = 2.21 pounds.

B.

EXPORTS.

Description.	Quantity.	Value, including costs and charges.	Countries whither exported.
Butter.....kilos.	293,721	To be given in American specie.	England, Norway, Spain, Colonies.
Books.....do.	86,305		Cayenne, Réunion.
Brandy.....* litres.	35,270		Colonies, Brazil.
Cheese.....kilos.	165,208		Cayenne, Réunion, Antilles.
Cord.....do.	1,200		Cayenne, Réunion, Brazil.
Coals.....do.	1,111,528		Cochin China, Colonies, steamers.
Cotton.....do.	563,219		Spain, New Granada.
Dried vegetables.....do.	170,383		Spain, England, Colonies.
Furniture.....do.			
Fish, (preserved in oil).....do.	299,303		England, French Colonies, Brazil.
Grain and flour.....do.	56,077,700		England, Netherlands, Spain, Colonies.
Honey.....do.			Netherlands.
Hemp.....do.	2,159		Réunion, Cayenne, Norway.
Iron ore.....do.	5,141,000		England.
Iron.....do.	201,852		Colonies.
Liqueurs.....litres.	40,876		Cayenne, Antilles, Réunion.
Lime.....kilos.	134,832		British possessions in Africa.
Mules.....head.	1,710		French Colonies.
Olive oil.....kilos.	75,608		French Colonies.
Potatoes.....do.	2,043,321		England.
Rice.....do.	1,044,548		French Colonies.

* 1 litre = 2.11 pints.

APPENDIX B.

No. 1.

Mr. Kirk to Mr. Fish.

No. 71.]

LEGATION OF THE UNITED STATES,
Buenos Ayres, October 30, 1870. (Received December 22.)

SIR: I have now the honor to reply to your circular of August the 19th, received on the 3d instant, requiring me, without any unnecessary delay, to communicate to the Department any facts and suggestions which I may deem useful to improve the commercial relations between the United States and this part of South America. To do so intelligently, I will briefly allude to the political, social, and commercial causes for our present inferiority in commerce with these countries. Of course, I have left to the consul at this post the duty of supplying the Department with statistics.

POLITICAL CAUSES.

It has happened, in former years, that many true Americans, prompted by the noblest of human motives, came to this country to introduce steam navigation, railways, &c., (always from the north of the United States,) and were left without protection by a southern democracy; thus, have their fellow-citizens only served to enrich Englishmen, who bought their concessions for little, or profiting by their ideas to the benefit of the English flag, or they were ruined by local despots who felt they could, in the name of the republic, violate every public and private right. On the river Plata, where steam navigation was first introduced under the American flag, and for which our vessels and men are, of all in the world, the best adapted, it is now very seldom seen, while hundreds of English absolutely monopolize the traffic, and this is pretty generally the case in Spanish America.

SOCIAL CAUSES.

The Spanish American people have nothing in common with our race, save a love of individual independence. Their mixed blood, and comparative want of literature and education, save that acquired from the priesthood, naturally causes them to look to their mother country, whose language, utterly destitute of works on human liberty, can teach them little of republican institutions. Their religion is purely that of Rome, accompanied by many of the superstitions of the Middle Ages. The immigration is largely from the countries of their common origin, Spain and Italy.

COMMERCIAL CAUSES.

Foremost among these is found the natural affinity of race, language, and immigration, already alluded to. The commerce of Spanish America in the southern hemisphere is not naturally with the United States, but with Europe, for all the numerous articles not especially dependent upon machinery for development. They all prefer the articles of food, drink, and the trades they were accustomed to at home.

When we come to articles of American invention, which are so peculiarly fitted for the development of new countries, we find most of them are manufactured in Europe under American marks, which undersell ours, and degrade our commercial name, with a far inferior article. It would seem to be proper, as soon as practicable, to form a convention

with Great Britain for the mutual protection of trade-marks, and to provide for punishment in case of contravention.

Our high protective tariff, especially on the wool of this country, militates largely against us here on almost every article we produce, except lumber, and renders the exchange of commerce almost nugatory, and for the same reason our shipping is fast disappearing from foreign waters.

Steam lines from Europe have been slowly, but surely, undermining us for the last twenty years, and during the last three years have increased to such a degree, that at present every maritime nation in Europe, Sweden, Holland, Russia, and Austria have one or more regular lines which either belong to their flag, or touch at their ports. France has two lines, and England has five, from Southampton, Liverpool, Glasgow, and London; but the United States, none.

GENERAL REMARKS.

These peoples are pure democracies, and not republics. They rarely send their children to the United States to be educated; during my long residence here I have heard of but few instances; but, *per contra*, many are sent to France. Within the last two or three years they have manifested a strong desire for, and a knowledge of, American political and constitutional literature; and lately Congress has made liberal appropriations for the translation of our leading legal works.

The most eminent, honest men of this country are truly and devotedly our friends, and would be more our copyists, were they better able to control their countrymen; but the road is a long one to travel, and it behooves us to meet them half-way.

In 1865, at the simple suggestion of our countryman, Mr. E. A. Hopkins, the Argentine congress voted \$20,000 (gold) per annum, for ten years, for the continuation of our line of steamers from Rio Janeiro to this port; and although this vote is without precedent among the republics, it has yet received no response from us.

In 1867 a petition was addressed to our Congress on this subject, setting forth the decline of our commerce with this country, which was signed by all the best Americans, and by the leading Argentines; but it never received any notice. The petition ought to be found in your Department, the Post Office Department, or in the hands of the Ways and Means Committee of the House.

I have thus tried to comply with your request, and close with the observation that if our tariff laws be modified, and if our steam lines be extended to this place by granting a fair subsidy, our influence will be great with these people, and, *pari passu*, our commerce with them will be increased to our mutual advantage.

R. C. KIRK.

No. 2.

Mr. Root to Mr. Fish.

No. 3.]

LEGATION OF THE UNITED STATES,

Santiago de Chili, December 8, 1870. (Received January 12, 1871.)

SIR: I have the honor to make the following statements and suggestions, in response to your circular-letter of October 7, 1870, trans-

mitting a "Report from the Department of State, in relation to the condition of the commercial relations between the United States and the Spanish American States; transmitted to the Senate in obedience to a resolution." While en route to my post of duty, I found slow traveling between Panama and Valparaiso, as the British steamers which I was obliged to patronize stopped at nearly every port on the coast, spending from a few hours to several days at each place. This delay I turned to good account, for, thereby, I was enabled to become personally better acquainted with the condition and wants of the people, and the commerce of the countries visited, than could have been done in any other way, except at great expense.

I find the steam carrying trade of the coast of Chili, with the exception of a small recently started enterprise in Chili, in the hands of the "Pacific Steam Navigation Company," is a purely British monopoly. For twenty years, this company has run a line of steamers from Panama to Valparaiso; recently this line has been extended from Valparaiso via the Straits of Magellan, touching at Montevideo, Rio Janeiro, Lisbon, and Bordeaux, to Liverpool. The stock of this company is constantly increasing in value, notwithstanding the experiment of this recent costly additional lengthening of its lines to Europe, showing most conclusively the remunerative character of its business, which may well be appreciated when the almost fabulous prices charged for passengers and freight are known. Of the former I can speak from personal experience.

The inhabitants of the country feel keenly the exorbitant charges they are obliged to pay for the transportation of their products; as, for instance, bunches of bananas, worth 25 cents in Guayaquil, Ecuador, I noticed cost their owners 50 cents each for freight, even if sold at the next port; an immense quantity and variety of fruits and vegetables paid a similar price also at Tambo de Mora, in Peru; baskets of oranges, worth 75 cents, were charged \$1 for transportation, no matter if sold within a few hours. Over a thousand baskets of oranges and a vast amount of other fruits and vegetables from the same port were treated in like manner. While the people are thankful for even their present means of transporting their products, they feel that a great increase would be made to their wealth could freights be cheapened, enabling them to augment their present amount of cultivation by making their markets more accessible.

Notwithstanding the entire coast—to use an expressive term—is "run" by British capital, the real sympathy of the people is with the United States, and the feeling is almost universally in favor of American enterprise and American institutions. While the shore is not traversed by a single American commercial steamer, it is a fact most gratifying to Americans that Chili and Peru are more indebted to the citizens of the United States, for their present internal improvements, than to all the rest of the world. Such Americans as Meiggs, Wheelright, and others here, are recognized as the men, above all others, who are paving the way for a higher civilization and more enlightened and lasting governments, by turning the minds of the people toward what their countries may become, when filled with railroads and internal thrift, instead of watching, as heretofore, for the successful advent of the next ambitious agitator or "coming man."

I feel also a national pride in finding that, wherever introduced, American manufactures have taken precedence of those of other countries; as an example, railroad engines and cars from the United States are rapidly taking the place of all others, whether used upon easy grades or climbing the Andes up grades of two, three, four, or even five

per cent., as is done in Chili and Peru. In the latter country, a railroad is under contract between Mr. Meiggs and the Peruvian government, for \$75,000,000, which has a tunnel in contemplation running through the Andes, toward Brazil, at an elevation of 15,000 feet. For this railroad, Mr. Meiggs informed me, while in Lima, that he had just purchased twelve first-class "Rodgers engines" from the "States," and should never recommend any railroad rolling-stock except that made in the United States. Mr. Meiggs has a residence in this city furnished entirely from the manufactures of the "States," and is said to be the finest in South America, costing nearly \$1,000,000. I mention these facts to show the interest now taken in the United States, notwithstanding the disadvantages our nation labors under through lack of commercial representation on this coast.

The common remark made in Ecuador, Peru, Bolivia, and Chili, I found to be, "Englishmen come to our country to get rich and take themselves and money away with them, leaving no benefit behind; while Americans, though amassing wealth, develop at the same time our resources and leave us enriched thereby."

Peru, after exhausting her rich deposits of Guano found not only on her islands but on the mainland, will be bankrupt except for her vast internal improvements now being carried forward by American enterprise.

Chili was at a standstill, before some of the parties now in Peru constructed railroads from her rich interior valleys, over supposed impassable mountains, to her ports on the sea.

A great deal yet remains to be done, and the American navigator, merchant, and mechanic should and may realize a large pecuniary benefit therefrom, as well as be foremost—as Americans always should—in lending a helping hand to all the peoples and nations of the earth, but more especially all "sister republics."

Everywhere from Panama to Patagonia, the rude implements of husbandry now seen, such as the heavy grub-hoe, plows made of a sharpened stick of wood, yokes tied to the horns of the oxen by which heavy burdens are drawn, and other similar devices of domestic manufacture, indicate what is yet to be done.

How can the United States become an interested participant in the present and future of the Spanish American republics, so that thereby American commerce may be advantageously increased?

The present line of English steamers was inaugurated by an American named Wheelright, who, after becoming familiar with the business of this coast, applied for aid to his own government and people, unfortunately without success. He then went to England, where he succeeded in obtaining public and private assistance, and the present Pacific Steamship Navigation Company grew out of Mr. Wheelright's efforts. Mr. Wheelright, though in advanced life, is now successfully engaged in constructing railroads in the Argentine Republic. Within a few years, one or two American steamers have been brought to the coast; but the Pacific Steamship Navigation Company soon bought their ships at prices greatly in advance of their original cost. Since the extension of this line through the Straits of Magellan, freights going north, via the Panama Railroad, have been rapidly changing to the southern route. This is the case often as far north as the vicinity of Panama. In my opinion the first great thing to be done is the establishment of an American line of first-class steamers on this coast; in aid of this enterprise our Government should not hesitate to imitate, and even go in advance of other nations in granting subsidies, with proper restrictions, especially

touching the United States mail service, which is now sadly neglected, there being neither safety nor convenience to mail matter, going to or from the United States, or any of the ports or cities on the west coast of South America. I am satisfied that an American line of steamships would soon completely revolutionize the commerce of these countries, and turn the now diverted trade to where it legitimately belongs.

The feeling is getting very strong—and not without reason—that America does not care to increase her commerce in this direction. Our country's ensign, the "Stars and Stripes," the sight of which cheers republicanism everywhere, is now so seldom seen in waters west of the Andes, that the nation it represents is in danger of being known here only as among the glories of the past. This is much to the discredit of the "Great Republic," whose name and fame should be made in all places to keep pace with its real importance and high position, at the head of the most enlightened and powerful nations of the earth. To remedy the evil complained of, it will require determined energy and perseverance, as the powerful English company, now monopolizing the steam navigation of this coast, boastingly threatens to be able to crush all opposition as fast as it appears. I am satisfied, however, that whatever judicious aid may be given to this enterprise, whether public or private, will amply repay the source. I may also be pardoned for suggesting that in arranging the financial policy of our Government, a due regard should be had to inducing the products of these nations to seek our ports under as favorable circumstances as possible.

I have the honor, further, to suggest that, should the project now being prosecuted, for a ship-canal across the Isthmus of Darien, prove successful, its advantages to the commerce of the world, and especially to that of the United States, cannot be over-estimated. I found many intelligent parties in Panama—among them the United States consul, Dr. Long—full of faith in the feasibility of the "Panama route." It is claimed that the records of an old survey, now in Panama, show most satisfactorily the said route to be practicable.

As the commercial, political, and even social relations between the United States and her sister republics of South and Central America become more intimate and reciprocal, and our institutions more thoroughly understood, the ignorance of the masses and the bigotry of the higher classes here will give place to a more advanced civilization and enlightenment, and our own country be vastly remunerated for her efforts in so glorious an undertaking.

J. P. ROOT.

No. 3.

Mr. Wing to Mr. Fish.

No. 48.]

LEGATION OF THE UNITED STATES,
Quito, Ecuador, December 13, 1870. (Received Jan. 12, 1871.)

SIR: Herewith I forward the answer of the sub-secretary of Ecuador (accompaniment A) to my recent dispatch relative to the commerce between Ecuador and the United States, and also the communication (accompaniment B) of the minister of the treasury, to whom he applied for statistics upon this subject. Accompaniments C and D are translations of the two said communications respectively. The obstacles in the way of a proper report in the premises are, it will be perceived, the want of direct intercourse by ocean between the two countries, and, as I had

apprehended, the fact that the exports from Ecuador to the United States go in British bottoms consigned simply to Panama, and *vice versa*, and hence no specific register of them has ever been kept. In the future some effort will be made to rectify this misfortune, I understand.

From such general facts and statements as reach me, I am confident that the traffic between the two countries is on the increase.

There is, as I have before mentioned, an almost universal desire for the largest intercourse and commerce with the United States prevalent throughout this country; and a discreet exercise of energy and enterprise, coupled with a provident outlay of money, would divert the great proportion of the rapidly augmenting trade of Ecuador into American channels, and, in fact, not only the trade of Ecuador, but of the entire rich and expanding country of the South American Pacific coast. I can see no good reason why this traffic should longer be monopolized, chiefly by England, and in small part by France. It is certainly a standing reflection upon the maritime reputation of the States that European vessels should so wholly overshadow them in the commercial avenues of the new world.

Peace and domestic development are fast rendering these South American countries most valuable and desirable customers. For Ecuador I can speak with some degree of positive knowledge. Within the next few years the increasing needs of the people will demand large supplies of machinery, implements of agriculture, mining, &c., not to mention all the minor articles of life and luxury; while the exports of Ecuador, owing to its vast variety of climate and production, will become correspondingly valuable.

The excellent character and pecuniary condition of the British line from Panama to Valparaiso incontestibly establishes the nature of the traffic and travel already existing there.

The ties of sympathy, situation, and sentiment are strangely in the favor of the States, and they might enter into an honorable competition for commercial ascendancy on this coast, with all prospects of final and complete success. Such success would work to the entire restoration of our maritime power and enterprise, so seriously damaged by our late struggle, and would force the commerce of the new world into its natural course of flux and reflux to and from North and South America. No time more propitious than this could well present itself for the foundation of such a policy.

The present embroilment of certain European powers, and the prospective contests of others, afford a most opportune period for the inauguration of a line of American steamers, either down the entire coast from San Francisco, or else connecting, via Panama and Aspinwall, with the American line from the latter point to New York.

Such a line should have solid support, and be able, if needful, to do a losing business for the first year, at least, of its existence.

In case England should become involved in the European war, the want of government subsidy would necessarily militate against the British lines at this distance from home, while postal contracts would doubtless prefer to seek a line not even remotely endangered by hostile interference.

The government of Ecuador has already persistently sought American markets; has employed Americans in divers branches of occupation here, and maintains its present accomplished minister in Washington, as its only first-class diplomat abroad. With such an example before them, together with their natural affinities for our nation, the people of Ecuador are, I am sure, ready and willing to reciprocate with us all

the advantages of commerce, which our own superior wealth and facilities can and should speedily afford.

The simple fact that the custom receipts at Guayaquil more than double this year the receipts of any past year, signally evinces the possible value of such an intercourse, aside from that community of government and interest and aspiration which should bind us so cordially to the young republics south of us.

E. RUMSEY WING.

C

[Translation.]

OFFICE OF FOREIGN AFFAIRS,
Quito, December 2, 1870.

The undersigned, sub-secretary of state, charged *ad interim* with the dispatch of the foreign affairs of Ecuador, has the honor to inform his excellency E. Rumsey Wing that it has been impossible to obtain the statistics of the reciprocal commerce between Ecuador and the United States of America, for the reasons set forth in the dispatch of his excellency the minister of finance, a copy of which he has the honor to remit.

The undersigned renews, &c., &c., &c.

FRANÇO A. ARBOLEDA.

His Excellency the MINISTER RESIDENT
Of the United States of America.

D

[Translation.]

TREASURY OFFICE, REPUBLIC OF ECUADOR,
Quito, November 22, 1870.

His Excellency MINISTER OF STATE,
In the dispatch of the interior and foreign affairs :

His excellency the governor of (Guayaquil) Guayas, under date of the 16th of the present month, tells me what I hereto append :

"His excellency secretary of finance writes me as follows under date of to-day, viz : Your dispatch, under date of yesterday, 15th instant, has been received, together with a copy of note of his excellency the minister of the treasury, No. 992, asking that there be remitted to him statistics of the exports that have gone through the custom-house to the United States of America, and the imports, also, from the United States of America to Ecuador. The collector deeply regrets his inability to give the desired information, for the reason that no sailing vessels arrive at this port from the United States of America, everything being conveyed by the Panama steamers, (English,) and in the manifest it is not expressed from or to what port the cargo has been shipped—only Panama. There are no data, and it is impossible to secure any of what is imported from the United States of America, for the same reason. No vessels leave this port for the United States of America, and the policies and bills of lading merely name 'Panama.' All of which I have the honor to transmit to your excellency, in answer to your dispatch No. 992, and which I transcribe for your excellency, for your information and future purpose.

"God guard you.

"J. J. EGUIGUREN."

A copy.

The sub-secretary charged with the dispatch of foreign affairs,
FRANÇO A. ARBOLEDO.

No. 4.

Mr. Wright to Mr. Fish.

No. 151.]

LEGATION OF THE UNITED STATES,
Rio de Janeiro, December 19, 1870. (Received Jan. 23, 1871.)

SIR: I have the honor to transmit herewith, marked A, a translation of a note, dated 27th October last, addressed to Mr. Blow by Viscount São Vicente, in reply to the note of the former gentleman, dated 1st July last,* conveying interesting suggestions as to the extension of the commercial relations between the United States and Brazil.

At the suggestion of Mr. Blow I have replied to the note of Viscount São Vicente above referred to, and a copy of my reply, marked B, will be found herewith.

Never advocate had confided to him a more grateful task than mine in presenting the views I have placed before the imperial government; for I have felt that I was advocating a course of action resting upon an honest regard for the best interests of Brazil and of our own country.

ROBERT CLINTON WRIGHT.

A.

Viscount Vicente to Mr. Blow.

[Translation.]

MINISTRY OF FOREIGN AFFAIRS,
Rio de Janeiro, October 27, 1870.

I have the pleasure to answer the note which Mr. Henry T. Blow, envoy extraordinary and minister plenipotentiary of the United States, addressed, on the 1st July of the current year, to one of my predecessors. In that note Mr. Blow presents luminous considerations, tending to show the importance of the commercial relations between Brazil and the said States; the advantage of improving those relations to mutual benefit by a liberal policy in the matter of duties, whether of import or of export; the sentiment and action of the American Government in this respect, and the hope that the government of Brazil may think and act in the same manner, especially as regards the export duties which weigh upon coffee and sugar.

Mr. Blow has resided but a short time in this country, but even so, he must have observed that there predominates in it, without exception of classes or of political opinions, a liberal spirit, a constant tendency toward progress in every branch, embracing, consequently, all that may develop its internal and external trade, a prolific means to animation, comfort, and wealth. In this tendency lies, without doubt, the best security that the ideas enunciated by Mr. Blow will be responded to in opportune time and measures in a practical manner. I believe I can add that from these views, which Brazil also professes, will result naturally a spontaneous reciprocity, which will have as a basis the self-interest of the country. This self-interest, which is recognized, will not fail, moreover, to be supported by the sympathy which exists, and which is extending more and more between the two countries. In more than one point this must have been revealed to Mr. Blow in a manner to leave no doubt as to the sincerity of the sentiment.

The imperial government accompanies with equal aspiration the ideas of the country, but appreciates, at the same time, its various circumstances, and in view of these does not feel itself justified in committing itself in the manner desired by Mr. Blow, although it may recognize that, under other conditions, this would be of much advantage.

In some countries the export of the products is exempt from duty, or subject to a moderate tax; but it must be borne in mind that in nearly all of them there exists a tax upon the land. In Brazil, land is free of this, and the export duty, in its greater

* This note was printed with the dispatches of Mr. Blow, transmitted to the Senate in answer to their resolution of February 1, 1871.

part, represents it. The duty of seven per cent., representing those two items, would not be heavy, were it not for the provincial taxes which overburden it. Any decrease in the general tax would be immediately substituted by an increase in those taxes, as the provinces are demanding resources. This result can only be prevented if the amendment to the Brazilian constitution, when it shall be interpreted upon this point, shall prohibit the provincial legislative assemblies from imposing export duties. Finally, the financial sacrifices which the Paraguayan war exacted; the increase of the domestic and foreign debt; the consequent necessity of meeting the interest upon them, and of providing a sinking fund, and, along with this, the necessity of many improvements which the country demands, unfortunately do not permit at once the desired reduction.

If in principle, therefore, I agree with Mr. Blow, in the application to the present circumstances of Brazil, I see great difficulties to overcome. Nevertheless the subject shall be annually considered by the legislative assembly and by the government. The resources of the country doubtless grow; its organization improves; its system of taxation becomes more perfect, and in time it will be possible to go on gradually diminishing those taxes which obstruct the development of its commerce and of its industrial forces. In fine, the ideas of Mr. Blow are worthy of all sympathy; in their generality they are correct and advantageous economical dictates, and I am sorry that Brazil, as respects the conditions of production, means of transportation, and wealth, is not in the same position as the United States, that she might at once adopt them in their full extent.

VISCONDE DE S. VICENTE.

B.

Mr. Wright to Viscount Vicente.

LEGATION OF THE UNITED STATES OF AMERICA,
Rio de Janeiro, December 12, 1870.

The undersigned, chargé d'affaires *ad interim* of the United States of America, has the honor to acknowledge the receipt of the communication addressed by his excellency Viscount São Vicente to the Hon. Henry T. Blow, under date of the 27th October last, in reply to the note of Mr. Blow, dated 1st July last, in which various suggestions, looking to the improvement and extension of the commercial relations between the United States and Brazil, had been presented by Mr. Blow to the consideration of the imperial government. Mr. Blow did the undersigned the honor to request that he would reply to the note of his excellency Viscount São Vicente, above referred to, and would lay before the imperial government such further views as, in his judgment, might tend to promote the object of his, Mr. Blow's, solicitude, viz: an increased activity, upon a more equitable basis, in the commercial intercourse of the two countries, which could not fail, as a natural consequence of the community of benefits which might be expected to flow therefrom, to stimulate, in a high degree, that mutual sympathy to which his excellency refers, and which the undersigned cheerfully recognizes, a sympathy which ought, of right, to exist between the people of the two foremost nations of this great American continent—a sympathy which, even apart from any stimulus to be derived from a more extended commercial intercourse, should draw a spontaneous and vigorous life from the similarity of colonial origin of the two countries, and from much that is common in their subsequent history, in the reclaiming and creation of great and independent nationalities from the wilderness.

To the undersigned the task thus confided to him is a very grateful one. His long residence in this country, with which his interests have been identified through a very large portion of his life has secured for the welfare of Brazil a place in his regard, second only to that of his own country. Thus feeling, the undersigned trusts that the considerations he may present to his excellency Viscount São Vicente will be received at his hands as the sincere offspring of an earnest desire to promote the greatest possible extension of kindly relations between their countries. And how shall this object be best attained? Obviously through their commercial intercourse. Commerce is the handmaid of civilization, of peace and good-will among nations, of civil and religious liberty; and yet, eminently conservative in its influences, it can have no healthful life but in the presence of order; it shrinks, dwindles, and dies when confronted by anarchy and violence, and maintains a fitful being, only, by the side of war.

If the prejudice and deep-seated hatred which, for ages, had kept the people of Great Britain and France strangers and enemies to each other have disappeared in our day, this result has been accomplished by the sagacity of the late ruler of France, through a radical change in her commercial policy, and the establishment of the closest and most liberal commercial relations with Great Britain; and it may be safely affirmed that, had the circumstances of the two countries permitted the establishment of the

same commercial relations between Germany and France as existed between the latter country and Great Britain, the war now raging in Europe, and at which the whole world stands aghast, would have been almost impossible. Shall we not then nurture commerce as a guardian angel?

It is in reply to the all-potent command of civilization, presented by commerce, that we have seen in our day the exclusive systems of China and Japan obliged to yield, and the enormous populations of those countries brought into free communion with the rest of the world.

It is to commerce that we owe the two greatest achievements of any age, and which belong to our day and generation—the one uniting the Mediterranean and the Indian Ocean, through the work which has immortalized the name of Lesseps; the other, the pride and glory of our own continent, the great Pacific Railroad uniting the Atlantic and Pacific Oceans.

Such is commerce—honest, legitimate commerce—and may we not, then, the undersigned would ask, approach her shrine without mistrust, and seek her inspirations?

The undersigned recognizes cheerfully the liberal spirit and the tendency to progress of the Brazilian people, and with his excellency Viscount São Vicente believes that in this tendency exists the best security for the prompt adoption of those measures which are necessary to give to the intercourse between the United States and Brazil all the development of which it is susceptible, and which, as the undersigned hopes to demonstrate in his succeeding remarks, is of the utmost importance to Brazil, and of much interest to the people of the United States.

The long connection of the undersigned with Brazil enables him also duly to appreciate the difficulties presented by his excellency Viscount São Vicente as standing in the way of the immediate adoption by the imperial government of certain measures suggested by Mr. Blow; but the undersigned trusts to show, in the course of his remarks, that the highest policy of the imperial government will be found to lie in the earliest relief of the agricultural products of this country, and especially of her great staple, coffee, from every possible burden, and that there are certain important measures, counseled by considerations of prudence and sound political economy, within the immediate reach of the imperial government, the adoption of which cannot fail to be fruitful of the most beneficial bearing upon the future of the empire, while productive of the happiest influences upon its commercial relations with the United States.

The undersigned does not doubt, for a moment, that his excellency Viscount São Vicente will agree with him that the great fundamental principle underlying every successful industrial effort of our times is cheapness of production. Great Britain, from a combination of favorable circumstances, believed, for a long time, that she could defy this principle, and maintained her protective system, embracing her corn laws, in violation of all sound principles of political economy, until she was brought to reason by finding herself exposed to a most disadvantageous competition with her manufactures in the markets of the world—a competition which she herself had created by maintaining too high a level of prices. Convinced, however, at last, of her error, she at once entered upon a system of wise measures, all looking to the reduction of the cost of her fabrics. She commenced by abolishing the duties on all articles of raw material entering into her manufactures; then followed the abolition of the corn laws, in opposition to the colossal landed interest of the country, for the purpose of reducing the cost of living to her operatives, and, as a consequence, the wages of labor, which entered as an important element into the cost of her fabrics, and finally came a measure, perhaps more potent than all the rest combined, in the modification of the charter of the Bank of England by Sir Robert Peel, through which the issues of that institution were limited to fourteen millions sterling, where not represented by an equal amount of metal in the vaults of the bank. The undersigned has qualified the last measure to which he has referred as the most potent, and the ground of this conviction, on his part, is, that his observation and experience have satisfied him that there is no influence so hurtful to all the legitimate interests of a country, as an excessive circulation—no influence more productive of the healthful development of the resources and commerce of a country, than the maintenance of a restricted, sound currency. And the undersigned desires to draw the attention of his excellency Viscount São Vicente, pointedly, to the application of this great principle to the best interests of Brazil.

In the year 1860, the undersigned, addressing the late Councilor Ferraz, (subsequently Baron of Uruguayana,) then minister of finance, a communication, which will be found at pages 16 to 31 of Annexo A of the Relatório de Comissão de Inquirito, named by viso of the minister of finance of the 10th of October, 1859, in reply to a circular inviting suggestions as to the improvement of the circulating medium, used this language:

"The United States, by an exceptional good fortune, enjoy, so to say, a monopoly of the cultivation of cotton. There is no country that can compete with her; there is no substitute for cotton. For these reasons the United States give the law to the markets of the world in reference to cotton. Even so, it will not be unprofitable to note that although the United States furnish to the world perhaps five-sixths of all the

raw cotton that is exported to other countries for consumption, her export of cotton manufactures is very insignificant, while, were it not for her very defective money system, she ought to supply the whole world with those manufactures.

"We cannot say the same of our principal product, coffee, that we have said of cotton. Coffee of a superior quality is produced in many places. It is produced especially, with great facility, in the islands of the East Indies; and those islands being near to those human bee-hives of Continental India, where a day's labor is paid with two hundred reis of our money and the daily food of a man is a handful of rice, it is readily to be seen that Brazil is exposed to a competition, in reference to her principal product, fearful in the extreme.

"It hence becomes a matter of vital importance, therefore, that instead of seeking, by defective money systems, to increase to our planter the cost of his coffee, we should, on the contrary, strive by all means to reduce that cost, in order that he may present his produce in the consuming markets of the world, upon the same basis, as regards cost, with the coffees of other origin. Besides, coffee, differing from cotton, admits, being roasted and ground, of various forms of adulteration, and the higher the price the greater the inducement to practice this adulteration. The writer has been informed by a friend in the United States that in that country the roasting and grinding of coffee for sale has greatly increased recently, and that the adulteration of ground coffee has reached the extraordinary point of from 40 to 50 per cent."

His excellency Viscount São Vicente will observe that, ten years ago, the undersigned raised a warning voice against the impolicy and danger of maintaining a high level of prices in this country. In the same communication he dwelt very earnestly upon the importance of returning to a restricted currency, suggesting that, if it were possible, the issue power then exercised by various banking institutions should be recovered back and used alone by the imperial government, under every possible safeguard and restriction against abuse. The suggestions of the undersigned with regard to the withdrawal of the issue power from the banks have been realized, but those in regard to the utmost possible restriction of the currency were only partially adopted. As a consequence, the currency of the country has never ceased to be excessive; and the evil was aggravated very much during the late war with Paraguay, from the necessity, on the part of the imperial government, of resorting to an increase of the circulation as a means of providing for its more pressing wants.

In the communication already cited, which the undersigned addressed to Councilor Ferray in the year 1860, desiring to inspire a sense of all the dangers he then apprehended, from excessive issues of paper money, he thus wrote:

"When finally the introduction of negroes into this country from Africa had altogether ceased, the country found itself master of resources which had until then been applicable to the payment of the cost of the imported negroes. The habits of the Brazilians were, for the most part, simple in the extreme—of an exemplary frugality. It was not possible that commercial cupidity—that corrupting monster—should corrupt, by a *coup de main*, the well-settled habits of ages. It followed, as a consequence, that as there were no real or artificial necessities to absorb the product of the surplus of our exports, it came back to us in metal. Badly advised financiers, who could not probe beneath the surface, then fancied that if the country found itself master of this metal, it was because it required it as a circulating medium. There never was a more fatal error. It had come to us as merchandise in return for our surplus exportation, and unspeakable evils would have been spared to our country if it had been preserved in its character of merchandise, and had been exported in the same form. But no; other ideas prevailed. The government, guided by bad counsels, was induced to coin this metal, and in this manner to facilitate its introduction, as an active poison, into the veins of the circulation. Not content with this great evil which was inflicted upon the country, the unhappy idea of banks of issue was conceived.

"The coining of the metal, which should have been preserved comparatively innocuous in its character of merchandise, was not sufficient to appease the accursed appetite of the monster—commercial cupidity. No, the poison was not sufficiently active; the moral and social corruption did not go on fast enough; another stimulant was required, and the Bank of Brazil arose. And we may assert that the history of the world, unless to be found in the episode of the history of Spain at the period of the famous discoveries of gold and silver in her colonies upon this continent, does not present another instance of a social demoralization so rapid of a corruption of habits, sanctified by ages of duration, so alarming as we have witnessed in Brazil since 1854—an evil which demands the most assiduous attention of every patriot, that there may be opposed, in some manner, a barrier to this devastating torrent, which otherwise threatens in its course the ruin of all fortunes."

His excellency Viscount São Vicente will doubtless vividly recollect the terrible crisis of 1864, which almost made prophecy of what the undersigned had written in 1860.

Brazil had not recovered from the baneful inflation of prices induced by the excessive issues of the Bank of Brazil, which, as his excellency Viscount São Vicente will

have observed, had aroused the apprehensions of the undersigned as to the stimulus they might impart to the cultivation of coffee in other parts of the world, when a new disturbing element manifested itself in the disease which attacked the coffee plantations of this country in the year 1860, resulting in small crops for several years, and a yet greater inflation of prices than had arisen out of the excessive currency.

The condition of Brazil, which culminated in the bankers' crisis of 1864, above referred to, was induced by an increase in the currency of the country from about forty to fifty millions of milreis up to the neighborhood of one hundred millions, through the issues principally of the Bank of Brazil.

With a currency then of about one hundred millions, the prices of the products of this country were so exaggerated as to justify the apprehensions expressed by the undersigned in the passage of his communication to Councilor Ferraz first quoted in reference to the danger of creating a damaging competition by other countries with those products; and, as it will appear further on, his apprehensions were not without foundation.

What shall we say now when the currency of this country has reached the extraordinary figure of nearly two hundred millions? From the influence of this erroneous volume of currency, which is the basis of all price, in combination with that phenomenon of a fictitious gold value in the currency—a phenomenon which never fails to accompany an excessive issue of paper money where the source whence it is issued inspires high confidence—the export trade of this country is conducted under the most discouraging circumstances, the gold cost of its products being, as a rule, from 10 to 15 per cent. higher than it should be, in reference to the prices of consuming markets, to leave to the exporter a chance for a fair average commercial profit. The causes to which the undersigned has thus referred have combined to bring about, to some extent, a realization of his apprehensions that there would be stimulated a dangerous competition, on the part of other nations, with the coffees of Brazil, and he now begs to present to the notice of his excellency Viscount São Vicente some ominous facts.

During the month of March last, the stocks of coffee in Europe increased between 4,000 and 5,000 tons, and during April 10,000, and yet Brazil made only the most insignificant contribution to that increase of stock. At the same time the quantity of coffee afloat from Brazil, destined for Europe, was scarcely one-fifth of the quantity at the same time the previous year, and yet, notwithstanding the scarcity of Brazil coffee in connection with the European markets, prices were steadily declining.

A few years since there was growing up a trade in Rio coffee with California, but this has almost ceased, for the reason that California can now supply herself at lower cost from Costa Rica.

The New York Circular of the morning of the 24th of October last, contains this passage in reference to the coffee market:

"Superior and choice have been in good demand, and in consequence of their scarcity are firm, while low and medium qualities have declined one-quarter to three-eighths, due, in part, to the large receipts of Maracaibo and other coffees sent directly to our market, in consequence of the war in Europe, and which are sold at prices relatively cheaper than that of Brazil."

Substantially the same information is communicated to the undersigned by an intelligent merchant of London, who writes: "There is a growing disposition to neglect the dearer coffees of Brazil for the cheaper coffees of other origin." It will naturally be as manifest to his excellency Viscount São Vicente as it is to the undersigned that such a condition of things as he has described in connection with the coffee trade of this country must militate very seriously against the extension of its commercial relations, not only with the United States, but with all the world, and it cannot fail to be equally manifest that whatever measures may be at the command of the imperial government to remedy this unhealthy state of trade should be promptly adopted. And the undersigned trusts, therefore, that his excellency Viscount São Vicente will recognize all the importance of a reduction of the volume of the currency of this country at the earliest possible moment, as the only ready means by which the cost of its products may be reduced to a legitimate level, and thus stay the growth of a competition from other countries, which, if not arrested by prompt action on the part of the imperial government, may assume proportions which would seriously compromise the agricultural future of the empire. This is one of the measures to which the undersigned has referred, in an earlier portion of this communication, as being within the immediate reach of the imperial government.

But while the action of Brazil, as bearing upon the prices of her products, has been in the judgment of the undersigned impolitic and injudicious, the United States have still continued to be by far her best and most important customers. From the 1st July, 1869, to the 30th June, 1870, a period known as the crop year in reference to coffee, the United States took from Brazil 1,164,353 bags of Rio coffee, while Europe, during the same period, took only 783,697 bags. And it may be safely asserted that perhaps no previous year, so far as the general soundness of trade and the absence of disturbing elements are concerned, ever furnished a better test of the relative importance of the

United States and European markets, as regards Brazil coffee. Nor must it be lost sight of that while the consumption of coffee is comparatively stationary in Europe, it is rapidly increasing in the United States.

It may, indeed, without exaggeration be assumed from the rapid growth and development of the United States, aided by the abolition of the import duties on coffee, which the undersigned believes to be merely a question of a few years, that country will demand for her consumption so large a proportion of the production of Brazil as to render the latter country entirely independent of other markets, provided always the needed measures be adopted to reduce the cost of her produce to the exporter, and she shall do all in her power to aid in the establishment of a more equitable basis for the trade between the two countries.

His excellency Viscount São Vicente will not now fail to perceive why it is that the undersigned has stated in the course of his preceding remarks that the prompt adoption of measures necessary to the full development of that trade is an object no less of importance to Brazil than of interest to the people of the United States.

The undersigned has in this communication referred to and sought to impress upon his excellency Viscount São Vicente, in view of the full development of the trade between their two countries, the necessity of a more equitable basis than that now existing. He will now have the honor of placing before his excellency his views as to this more equitable basis.

It is unquestionably known to his excellency that the political economists of the Old World hold that a trade, to be healthful and progressive, must rest, as far as possible, upon the principle of barter; and that any trade which involves the exchange of the precious metals on one side against merchandise on the other is not legitimate, not equitable, and seeks constantly to right itself by as near an approach as possible to the principle of barter, and that, if there be insuperable obstacles to the introduction of this principle, the trade will perish.

Now, in the trade between Brazil and the United States, there has been, and continues to be presented the anomaly of a direct contradiction of this dogma of the political economists; for the value of produce taken by the United States from Brazil has for many years exceeded, and still continues to exceed, by many millions each year, the value of produce and merchandise taken by Brazil from the United States; and although the balance against the United States has not been settled by the actual passage of the precious metals from one country to the other, virtually the same effect has been reached; the United States having adjusted her adverse balance with Brazil by means of bills of exchange upon England, from whom she might otherwise have demanded an equal amount in the precious metals. Nevertheless the trade between the two countries has continually increased its proportions and to the growing disadvantage of the United States, so far as it may be measured by the dogma of the political economists above referred to.

That this anomaly could have been presented and so long maintained between any two countries of the Old World, the undersigned does not believe; and if the trade between Brazil and the United States has been able to support it, this is perhaps due less to the want of soundness in the dogma than to the fact that there is a young and vigorous life about the new countries of this continent which, like a vigorous health in the human constitution, permits to a certain extent the violation of all rules; but it must not be forgotten that there is no constitution of the human frame, as we may assume there is no vigor of nations, that will withstand continued assault. Hence prudence would counsel that before any symptoms of decay shall show themselves, we should cease to invite them, and seek to bring ourselves, as far as may be possible, within the pale of the rule.

On the part of the United States there is, no doubt, much to be done in retrieving her currency from the derangement into which it was thrown during her unhappy civil conflict, and this subject never ceases to command the assiduous care of the Government, while the United States will feel that she has a right to expect, on the part of Brazil, the most liberal arrangement of her tariff, with a view of facilitating and augmenting the consumption of her products and fabrics. Nor in an arrangement demanded by the equity of the trade which the undersigned has shown to be of so much importance to Brazil herself, even although this might extend to differential duties in favor of the United States, would Brazil encounter any treaty stipulations in her way; nor, for an act so manifestly justified by her own best interests, could she be justly censured by other nations.

For many years after the establishment of the independence of the empire of Brazil, and although the United States was the first of the great nations to welcome the infant empire to their communion, the products and fabrics of Great Britain, and the undersigned believes of Portugal also, were admitted into this country at a duty of 15 per cent., while those of the United States were subject to a duty of 24 per cent. This favor, extended to Great Britain, was in virtue of treaty stipulations, and although the United States could not fail to feel the injustice which was done her, she never

made it the ground of any serious complaint against Brazil, at least so far as is known to the undersigned.

If, therefore, Brazil should now choose to discriminate in favor of the United States, in obedience to high policy and her own best interests, who shall have a right to say her nay?

ROBERT CLINTON WRIGHT.

No. 5.

Mr. Riotta to Mr. Fish.

No. 63.] LEON, December 21, 1870. (Received January 12, 1871.)

SIR: Immediately upon the receipt of the circular of August 19 last, concerning the commercial relations between the United States and the Spanish American countries, I directed an inquiry on the subject to the consul at Corinto, to the commercial agent at San Juan del Norte, and to an intelligent merchant at Rivas for the port of San Juan del Sur. The former gave me his views; the merchant sent me a promise to do so; the commercial agent did not reply. As you require me to report "without unnecessary delay," I feel I ought not to wait longer without corresponding to your order, reserving the privilege of afterward forwarding any pertinent and interesting additional information coming from said sources. A mere glance at the map of America will show, in the first place, that Central America, as much as the West Indies and the northern coast of the South American Continent, properly fall within the legitimate sphere of the commerce of the United States; and further, that from their geographical position and topographical configuration, the United States and those countries are by nature destined and bound to a mutual, easy, and lively, because almost contiguous, interchange of productions of northern with those of tropical latitudes. If we find that, practically, trade between the Union and said countries is insignificant as compared to that with distant Europe, we have to look for the cause of such anomalous phenomenon, above all, to the former and, to some extent, virtually still prevailing condition of these countries of colonial vassalage to European governments.

By far the larger, richer, and most populous portion of them used to belong to Spain, whose colonial policy not only forbade by pain of death every trade with foreigners, but also punished with death every foreigner stepping upon the soil of colonies without express permission. Such laws of course generated during the centuries of dependence upon Spain in the people of the colonies, together with a blind hatred and superstitious fear of everybody not a Spaniard, a predilection for, ay, even an absolute bondage to, such articles of commerce wherewith the mother country was able to provide them, and an implicit belief of their superiority over the productions of all other countries.

The year 1821 broke the political connection with Spain only so far as the King was no more the ruler of these countries. In every other sense, be it political, (in spite of their calling themselves republics,) religious, commercial, or social, the populations of these countries remained as much Spaniards as the inhabitants of the Iberian peninsula; and unable, from want of sufficient material and intellectual force, to form a new national life of their own, they remained ever since that separation stationary, and are to-day even more Spanish than the Spaniards themselves, who, although their country formed, as it were, intellectually and geographically an eddy, could still not absolutely exclude, strive as they may, the influence of the mighty current of civilization sweeping over

Europe and the United States during the last half century. These people in their immense majority drifted away from Spain without knowing it—ay, while still desperately clinging to it—and they were republicans, as they now are, even while still Spanish subjects, with every fiber of their individual and their national existence. Of the two powers, the political and the clerical, that hitherto swayed them despotically, the latter remained intact; and the politicians, not to be outdone by it, and observing that the great masses of the people were still as much voluntary slaves as formerly, in order not to lose their hold upon them, left to them and to the world the delusion of republican institutions, while they ruled over them in the good Spanish fashion, with Spanish laws, with a Spanish organized bureaucracy, with a Spanish military system, with Spanish despotism, even with Spanish dignitaries, (presidents finding a distinction in titles like Captain General, Grand General, President General, &c.) To-day still every article of superior quality is offered and bought in the stores with the recommending adjective *de bastilla*, though scarcely any other articles reach these countries from Spain except wines.

In the estimation of these people, next to Spain follows France above all, because she is considered a Catholic country; then because she is looked upon as the prototype of the Latin race, and of its as well as of Papacy's most powerful and ready defender, and because, being absolutely ignorant of the history, literature, and political power of all other nations, the youth of the leading families almost invariably receive their education in Paris.

Napoleon III had no more faithful subjects or more enthusiastic admirers between the Bay of Biscay and the Rhine than the Nicaraguan republicans (!) to a man; and he was neither unaware that with them he was "*el Emperador*," (the Emperor,) nor did he neglect to foster those sentiments by periodically uttering one of his oracular sentences concerning this country, and, lest they may appear as mere phrases, by doing such things as paying the salary of the Nicaraguan minister, (the only one she entertained beside that near the Papal See,) Mr. Marcoleta, in Paris, and the education of several young Nicaraguans of influential families in French colleges out of his purse. French *chevaliers d'industrie*, like Belly, Loos, Prince Polignac, and many more, were continually traversing the republic, treated and feasted as great men, and implicitly believed in all directions, with moonshine schemes, not one of which was ever attempted to be carried out. They freely boasted of their enmity toward the United States, and yet secured from Government and Congress every concession they desired. The city of Granada, the principal commercial place in the country, and especially the *Tertulia* there, are intensely French, and just as intensely anti-American, (Mr. Dimitry called it "the hot-bed of opposition to everything American,") and inasmuch as that *Tertulia* rules the republic, French views, institutions, and interests are predominating, so that everything French is praised as excellent.

There is no love lost between this people and Great Britain. They hate the English, mostly from religious bigotry, and also because the remembrance of the harsh treatment they were subjected to during the Palmerston era, on the part of the government and navy of Great Britain, is still vivid. Yet the advantages in trading with her are so far exceeding those offered by all other nations, that from her shops the larger part of the importation to this country takes place, and to her markets the bulk of the exportation is effected, though but very few of her subjects are settled here in business, and she has but one consulate,

(San Juan del Norte.) Germany, as an international power, was hitherto unknown to Nicaraguans, to such an extent that but a year ago one of their leading men asked me, in all sincerity, whether Germany was not a part of London. But many Germans have settled here, particularly merchants. They import heavily from the fatherland, and the number of German shipping in Nicaraguan ports is but second to that of Great Britain.

In the relations of this people with the United States, the old historical truth is again verified, viz: that the good done by one nation to another is soon forgotten, while the least injury is carefully notched upon the tally.

Thus, historical reminiscences; family and state traditions; every-day customs in the house; the field; the workshop; political as well as more powerfully religious sympathies; language; in short everything combines to make these people customers to Europe, in preference to the United States. How powerfully the influence of those motives is shown by the fact that, according to the fragmentary statistics of the several Spanish-American republics, the more one of them (*e. g.*, Costa Rica, Chili, United States of Colombia, Peru, of late) is emancipating itself from those Spanish customs and traditions, and wheeling out of the sixteenth into the nineteenth century, the livelier grows its trade with the United States, and, *vice versa*, the more they remain stationary or even retrograde, (like Nicaragua, Guatemala, Venezuela, Ecuador,) the more insignificant are their commercial relations with our people.

When the *Conquistadores* discovered and took possession of Central America, they found the masses of the inhabitants and the more civilized tribes upon the Pacific slope—a natural consequence of the topography of the country, and may be more so of the current of the movement of nations issuing forth from Mexico. This accidental feature the Spaniards, in establishing and carrying out their system of colonial exclusiveness, and with a view of being protected against the English, French, and Hollanders, and their buccaneers, adopted as a fundamental principle of colonial policy for Central America. Not only did they purposely neglect and discountenance all ports and avenues of trade toward the Atlantic, but they even went so far as to destroy them—as they did with the road that used to lead from the interior of Costa Rica (Cartago) to the port of Mori on the Caribbean Sea—or to prevent their use under heavy penalty. The politico-ecclesiastical despotism established then, and still prevailing over these States, had as little to apprehend from the west side as had the empire founded by the Jesuits along the Uruguay River from that direction. The danger for either lay toward the rising sun, and it required but little effort on their part to create an impassable zone against the light from the east, between the waters of the Atlantic and what they then used to and still call their seats of civilization.

That since the independence no material improvement in this condition of affairs has taken place is perhaps principally attributable to the inability of these countries to undertake the necessary works, but it is equally sure that the efforts of other nations, (the United States, the English, French,) all interested mainly in the unlocking of the eastern coast of Central America, have hardly been met with corresponding spirit, and have been seconded until recently with extreme hesitation by these governments, and mostly with but the mercenary view of exacting from persons and goods traversing their countries exorbitant tolls. The result of this state of affairs is, that while the average *geographical* distance intervening between the United States and these re-

publics, taking it from center to center, measures about fifteen hundred miles, the one which *commerce* has to overcome (around Cape Horn) is just as many thousand miles, thus rendering for the ends of commerce the United States and the prominent European nations about equidistant from Central America, and depriving our people of all the natural advantages of their geographical position toward it.

It might seem as if, upon a field so impartially divided, the energy and intelligence of our people should be able successfully to compete with, if not to beat, European nations. Experience teaches the contrary. I have lived in Central America over seven years, and in all that time not one single vessel has arrived at a Central American Pacific port from an Atlantic one of the United States, while a great number of English and German, and a few French, Spanish, and Italian, cast anchor every year. It may be said, in explanation, these countries are too small, their productions not sufficiently numerous or large, the demand for them in the United States is too limited, and the purchase of their merchants in the northern markets too limited for a vessel to make the trip pay. These are good reasons, but why are they not equally applicable to European shipping? They prove at best no more than a vicious circle, namely: the Central American merchants are unable to buy in the United States, because they have no shipping opportunity, (of the steamer line to Aspinwall I shall speak presently,) and they don't find that opportunity, because their purchases do not warrant a line of steamers or sailing vessels; and yet I am confident to be rather under the mark when I assume that, under favorable circumstances, the United States might export to, and import from, Central America from eight to ten millions' worth annually. I am equally confident that at present the commercial exchanges between the two countries are considerably below two millions of dollars.

The steamer lines, New York, Aspinwall, San Francisco, Panama, and from this port along the coast of Central America, together with the Panama Railroad Company, have ever since their existence exacted and do still exact toward Central America such exorbitant rates for passengers and goods that but few articles of American production could stand them, and those of Central American origin were driven to the English steamers. That same policy of those companies, which for the people of the United States made the Pacific Railroad an urgent necessity—which called into life that magnificent English enterprise of a large steamer line around Cape Horn to the South American republics, after a very short time monopolizing the considerable trade between them and Europe—which gave the impetus for undertaking to build the Honduras Inter-oceanic Railroad, and which recently in this republic has stimulated an enterprising American to establish a line of sailing vessels between New York and San Juan del Norte, in connection with river and lake steamers—that policy, disastrous to the companies themselves, and particularly disastrous to the commerce of the United States, has been and is still being carried out with all possible rigor against the Central American republics, although they have now become by far the best customers of the Panama Railroad and its steamers. It was and is, as for years the merchants of Costa Rica in unanimity with those of Nicaragua assured me, simply impossible for them to sell to or buy from the United States on account of the exorbitant freights charged by the steamers and railroad. As soon as—so they say—by the construction of the Honduras Railroad (which unfortunately our citizens have permitted to escape their hands) competition is established with the Panama Railroad, and freights will become accordingly lower and

intercourse more rapid, these republics will considerably increase their purchases in the United States markets, to which they then also will be able to ship their products. Yet, even then I feel sure a marked difference will be noticeable between the several republics. Costa Rica and San Salvador, the two most advanced and prosperous ones, will purchase quite extensively in the United States, while the populations of the other three, still very backward and in the habit of using and wearing the very cheapest and poorest articles, will, of course, stick more to European goods.

It cannot be denied that the high prices of almost all classes of goods in the United States, as compared with those of European nations, are a weighty drawback upon the commercial relations between these countries and ours, but, according to my observations, by no means to the extent that interested parties are endeavoring to represent.

The high commissions charged in New York, the interminable "ages," a peculiar feature of that city, the enormous freight, the high rates of insurance, ($2\frac{1}{2}$ per cent. against $\frac{1}{2}$ from Europe,) the greater difficulty of securing direct remittances, and some minor inconveniences—so merchants say—all these items often amounting to 70 per cent. on the purchase price, are the principal impediments to their trading with the North. "Many articles," one of them but yesterday assured me, "I can get cheaper by shipping them from New York to Europe and thence in a sailing vessel by way of Cape Horn," *i. e.*, eighteen thousand miles' freight cheaper than one thousand five hundred miles.

As regards the exportation from this republic to our Atlantic States, it is limited almost exclusively to hides, deer-skins, and India-rubber, while to San Francisco a good deal of coffee, and especially of sugar, is shipped; but the great bulk of her's as well as of her sister republic's most valuable productions, such as indigo, coffee, cocoa, cochineal, ornamental and dye woods, &c., find their way to Europe. I venture to predict, however, that as soon as a regular line of steamers, running along the Central American Pacific coast and thence to San Francisco, shall be established, which, as I learn, is now contemplated, the major portion of the productions of these republics will find its market in California, and many articles of the San Francisco market, especially flour, will be heavily shipped to Central America, where hitherto Chili, and even European flour, has been able to compete successfully with that from California. We are paying now \$16, gold, for a barrel of it, and have to consider that cheap.

CHAS. N. RIOTTE.

APPENDIX C.

Commerce of foreign countries.

BELGIUM.

Statement showing the commerce of Belgium during the years 1866 and 1867.

COUNTRIES.	EXPORTS.		IMPORTS.	
	1866.	1867.	1866.	1867.
	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>
Africa	1,380,000	2,450,000	1,290,000	530,000
America	157,780,000	149,830,000	29,940,000	28,560,000
Asia	8,920,000	9,080,000	510,000	360,000
Australia			100,000	
Europe	579,270,000	613,780,000	611,360,000	567,860,000
Total	747,350,000	775,240,000	643,200,000	597,310,000

DENMARK.

The shipping in 1867-'68 was as follows :

	Vessels.	Lasts.
Domestic navigation	46,864	305,339
Foreign navigation	38,084	535,615

The number of foreign vessels in the domestic trade was 1,592, and of those in the foreign trade, 20,216.

In the early part of 1868 the merchant shipping of Denmark comprised 3,132 vessels, of 87,777 lasts, of which 80 were steamers.

FRANCE.

The following statement shows the commerce of France with some of the principal commercial nations, during the year 1867 :

Countries.	Imports.	Exports.
	<i>Francs.</i>	<i>Francs.</i>
Argentine Republic and Uruguay	129,500,000	111,200,000
Belgium	380,900,000	255,000,000
Brazil	46,600,000	64,400,000
Chili	14,400,000	30,500,000
Colombia and Venezuela	16,500,000	23,400,000
Great Britain	551,800,000	896,900,000
Haiti	22,900,000	4,900,000
Italy	318,700,000	179,700,000
Mexico and Central America	4,000,000	12,100,000
Peru and Ecuador	45,600,000	25,500,000
Spain	90,000,000	103,300,000
Switzerland	106,900,000	232,900,000
Turkey	135,500,000	56,100,000
United States	140,990,000	156,300,000
Zollverein		
Total	1,863,700,000	1,995,900,000

The following statement shows the navigation of the empire for 1867

Flag.	ENTERED.		CLEARED.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
French	11, 607	2, 286, 418	68, 470	1, 860, 005
Foreign	90, 969	4, 080, 288	13, 416	2, 265, 893
Total	32, 596	6, 366, 706	81, 886	4, 125, 898

GREAT BRITAIN.

Commerce and industry.—The total amount of imports into the United Kingdom for the year ending January 1, 1869, was £294,693,608. The total exports were £227,778,454. Of the imports, £227,700,061 were from foreign countries; and of these, £43,062,373 were from the United States. There were from the British possessions, (colonies,) £66,993,547. Of the exports, £174,060,626 were to foreign countries, of which £23,801,851 were to the United States. The exports to the British possessions were £53,717,828. Of the imports, £130,906,116, or more than three-sevenths, were composed of five articles, raw cotton, grain, wool, tea, and raw silk. Of cotton, the total value imported was £55,198,522. Of grain, the amount imported was £39,420,290. Of wool, £15,114,805. Of tea, £12,431,454, and of raw silk, £8,741,045. The five principal articles of export amounted in value to £113,659,595, or nearly half the total exports of the year. These articles were, cotton manufactures, £67,541,291; woollen and worsted goods, £19,523,645; iron and steel, £15,021,907; linen manufactures, £7,094,319.

ITALY.

In 1867 the value of the commerce of Italy, according to official reports, was, imports, 830,800,000 lire; exports, 520,500,000 lire; in transitu, 77,700,000 lire. The movement of shipping, including coasting vessels, was, in 1866, as follows:

	Vessels.	Tons.
Entered	117,828	9,506,573
Cleared	115,869	8,923,018

The merchant shipping in 1867 consisted of 17,786 vessels, with an aggregate tonnage of 815,052.

JAPAN.

The following statement shows the commerce and navigation at the principal ports during the year 1868:

Ports.	Imports.	Exports.
Yokohama	\$18, 849, 318	\$33, 918, 134
Hio-go and Osaka	5, 196, 448	1, 148, 787
Hakodadi	214, 035	431, 152
Nagasaki	5, 248, 966	1, 775, 907
Total	29, 510, 767	37, 273, 980

SHIPPING.

Ports.	ENTERED.		CLEARED.	
	No.	Tons.	No.	Tons.
Yokohama.....	373	287, 531	348	274, 384
Hioo and Osaka.....	193	114, 687	178	109, 907
Hakodadi.....	114	40, 815	113	40, 618
Nagasaki.....	294	105, 213	265	95, 531
Total.....	974	548, 246	898	530, 440

NETHERLANDS.

The imports in 1867 amounted to 439,030,000 guilders,* and the exports to 450,220,000 guilders.

The merchant navy, on December 31, 1867, consisted of 2,159 vessels—together, of 510,455 tons. The movement of shipping in 1867 was as follows :

Flag.	ARRIVALS.		CLEARANCES.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
Dutch.....	3, 259	599, 057	3, 367	638, 087
Foreign.....	5, 351	1, 440, 253	5, 385	1, 435, 955
Total.....	8, 609	2, 039, 310	8, 752	2, 121, 992

RUSSIA.

The movement of commerce in 1867 and 1868 was as follows, (value expressed in rubles :) †

Commerce.	Imports.	Exports.
WITH EUROPE.		
Exclusive of precious metals, (1868).....	<i>Rubles.</i> 244, 430, 000	<i>Rubles.</i> 217, 690, 000
Precious metals, (1867).....	33, 230, 000	12, 130, 000
WITH ASIA.		
Exclusive of precious metals, (1867).....	23, 440, 000	24, 630, 000
Precious metals, (1867).....	340, 000	2, 280, 000
Total.....	306, 440, 000	256, 730, 000

The movement of shipping in 1868 was as follows :

Ports.	Arrivals.	Clearances.
Baltic Sea.....	5, 768	5, 656
White Sea.....	841	904
Black Sea and Sea of Azoff.....	4, 438	4, 510
Total.....	11, 047	11, 069

* 1 guilder = .4025, American gold.
† 1 ruble = .777, American gold.

SWEDEN AND NORWAY.

The imports in 1867 were valued at 134,200,000 rix dollars; * the exports at 128,600,000 rix dollars.

Number of vessels entering the Swedish ports in 1867, 5,711—together, 188,670 lasts; number of clearances, 10,877—together, 504,019 lasts, (1 Swedish last = 4.7 English tons.) The merchant navy consisted, in 1867, of 3,301 vessels—together, of 94,842 lasts.

ZOLLVEREIN.

The following table shows the imports into the Zollverein during the first half of 1869, compared with the corresponding period of 1868:

Imports.	1869.	1868.	Imports.	1869.	1868.
	<i>Centners.*</i>			<i>Centners.*</i>	
Raw cotton.....	1,191,252	2.9 per cent. more.	Wine.....	308,294	49 per cent. less.
Twist.....	163,327	8 do.	Dried.....	127,363	54 do.
Dye-wood.....	339,784	1.5 per cent. less.	Herrings . tons.	171,283	28 do.
Indigo.....	21,796	3 do.	Coffee.....	801,501	4.3 do.
Raisins.....	1,488,429	42 do.	Salt.....	429,104	13 per cent. more.
Steel.....	28,900	18 do.	Raw tobacco...	296,910	45 do.
Coarse hardware	140,717	194 do.	Tea.....	7,756	12.4 per cent. less.
Iron ore.....	2,237,857	43 do.	Olive oil for	80,082	63 do.
Flax and hemp.	519,379	21 per cent. more.	machinery.		
Green concave	12,393	169 per cent. less.	Linseed oil....	195,217	69 do.
glass.			Tallow.....	95,030	28 do.
Raw hides.....	314,682	30 do.	Raw silk.....	15,967	8.6 per cent. more.
Machines, prin-	84,000	33 do.	Coal.....	15,996,208	7 per cent. less.
cipally of cast			Turf.....	224,365	9.5 do.
iron.			Petroleum.....	710,520	2 do.
Machines, prin-	17,023	41 do.	Horses.....	21,748	9.9 per cent. more.
cipally of mal-			Oxen.....	45,307	20 per cent. less.
leable iron.			Cows.....	28,007	9.9 do.
Machine . spun	81,266	97 do.	Pigs.....	273,018	29 do.
raw linen			Raw wool.....	363,729	22 per cent. more.
thread.			Raw woolen	127,502	4.6 do.
Gray packing	50,399	11.7 do.	yarn.		
linen.			Woolen articles.	35,097	21 per cent. less.
Unbleached	28,789	31 do.	Grain .scheffels.	13,217,077	43 per cent. more.
linen.					

* Centner = 100 pounds.

The North-German merchant navy consisted in 1869 of 5,110 ships, with a united tonnage of 1,299,984.17 tons, of which 146, with 102,149.40 tons, are steamers. Of these, 3,472, with 642,805.79 tons, (including 60 steamers, with 9,659,190 tons,) belong to Prussia; 440, with 89,585.04 tons, (including 1 steamer, of 210 tons,) to Mecklenburg; 565, with 64,264.42 tons, to Oldenburg; 45, with 111,642 tons, (including 21 steamers, with 55,385 tons,) to Lubeck; 483, with 255,456.60 tons, (including 40 steamers, with 39,513 tons,) to Hamburg; and 305, with 236,230.50 tons, (including 24 steamers, with 47,228 tons,) to Bremen.

The North German North Sea merchant fleet consisted in 1869 of 2,982 ships, with a total tonnage of 760,309.67 tons, including 75 steamers, with 87,871.52 tons; and the Baltic fleet, as containing 2,128 vessels, with 539,674 tons, including 71 steamers, with 14,277.88 tons. These ships are classified as follows: Coasters, under 30 tons, 331 Prussian, 2 belonging to Mecklenburg, 192 to Oldenburg, and 2 to Hamburg—together, 527; from 30 to 100 tons, 1,056 Prussian, 17 belonging to Mecklenburg, 180 to Oldenburg, and 11 to Hamburg, 20 to Bremen—together,

* 1 rix dollar = \$1.08, American gold.

1,284; of 100 tons and upward, 1,885 Prussian, 421 belonging to Mecklenburg, 193 to Oldenburg, 45 to Lubeck, 470 to Hamburg, 285 to Bremen—together, 3,299 vessels. Of the 130 great North German ships, of more than 1,000 tons, 14 were Prussian, 37 belonged to Hamburg, and 79 to Bremen.

ARGENTINE REPUBLIC.

BUENOS AYRES.

OCTOBER 4, 1870. (Received December 6.)

The exports from this port to the United States for the year are as follows, viz:

846,350 dry ox and cow hides	\$3,230,351 05
12,236 wet salted hides	38,725 81
1,581 horse and lining hides	4,124 27
305 bales hide-cuttings	12,376 32
55,019 dry kip-skins	142,049 83
2,636 calf-skins	8,510 43
12,115 bales washed sheep-skins	1,162,332 35
9,207 bales unwashed sheep-skins	784,078 23
593 bales goat-skins	159,621 40
1,544 deer-skins	3,714 45
89 nutria-skins	37,466 96
2,213 water-hog skins	1,223 03
630 bales wool	52,711 67
6,180 bales unwashed wool	543,530 11
940 bales hair	245,224 31
43 cases ostrich feathers	17,003 52
2,196,594 pounds bone ash	20,105 62
184,000 bones	1,901 50
116,752 horns	4,478 21
1 live tiger	75 50
5 casks glue	103 50
4 boxes peach pits	56 30
Sundries	4,163 24
Total from October 1, 1869, to September 30, 1870	<u>6,473,927 61</u>

The custom-house returns for this port of shipments to the United States for the year 1869 show an aggregate of \$3,702,318 gold. The large difference between this sum and the invoice book of this consulate is accounted for by the fact that the estimated value at the custom-house is the original cost of the goods, while the consular books show both the original value and the expenses of preparing for market and shipping.

It has been impossible for me to obtain consular statistics of the imports from the States with sufficient accuracy to make a report of any value.

The custom-house returns for 1869, for Buenos Ayres, show imports from the United States as follows, viz:

745,564 pounds starch	\$61,840
758,058 pounds sugar	67,239
288,070 gallons kerosene oil	112,542
Groceries	58,172
Drugs	58,179
Iron ware	57,711

508,960 pounds flour	\$23,639
Agricultural machinery	50,779
23,290,675 feet lumber, spars and sticks	1,052,576
Perfumery	23,264
Paints	67,691
Hardware	24,169
98,772 yards cotton cloth	27,533
112,536 yards hemp cloth	33,473
196,896 pounds tobacco	42,180
Miscellaneous articles	321,913
Total imports from the United States	2,087,999

Nearly one-third of the exports to the United States during the last year have been in the article of sheep-skins. This trade will cease after October, on account of the prohibitory duties which were enacted by our last Congress.

I have delayed this report for several days to obtain the statistics of the commerce of this country for the year 1869, President Sarmiento having ordered the said statistics to be made up; but, as they have failed to come to hand, I am obliged to send this report without them.

The statistics of the general commerce of Buenos Ayres for the year 1868 are as follows, viz:

Countries.	Exports.	Imports.
France	\$6,539,538	\$11,041,155
England	3,582,517	9,795,005
Brazil	210,355	3,815,683
United States	2,758,241	2,186,594
Belgium	8,879,172	575,072
With all other nations	2,807,638	1,238,444
Total	24,770,661	28,641,883

Excess of imports over exports, \$13,871,222.

The increase of imports in 1868 over those in 1867 was \$5,269,562. During the same period there was a decrease of exports amounting to \$3,065,173. This falling off of exports arose from a decrease in the price of wool, caused principally by the levying of the prohibitory tariff by the United States.

There has been a very large increase in the general commerce of this country during the years 1869 and 1870. I regret very much that I have not been able to obtain the statistics for these years. They would show a more striking disproportion between the commerce with the United States and with the principal countries of Europe. I am satisfied that this does not arise from any lack of good feeling for or sympathy with our country on the part of the native inhabitants of this republic. On the contrary, there is the greatest good feeling and admiration.

There are two things that stand in the way of a large commerce between the two countries, viz: the prohibitory tariff on wool in the United States, which has, in a great measure, paralyzed the wool-producing interests of this country; and the high rate of wages for labor in the United States, which prevents our manufacturers from competing with those of older or more thickly-settled countries.

A general census of this republic was taken in the latter part of the year 1869, the full returns of which have not yet been published, but which are in round numbers as follows: Population of the Argentine Republic, 1,810,000; population of the province of Buenos Ayres, 495,000; population of the city of Buenos Ayres, 178,000. I think

there is no doubt but that there is a floating and river population of the city, amounting to 15,000 or 20,000, that were not reached by the census, making the total population of the city nearly 200,000.

STEAMERS.

The lack of steam communication between the United States and the river Plate is a subject of general comment and regret by both Argentine and American citizens. There is a standing subsidy of \$20,000 per year offered to any American line between Buenos Ayres and New York by this government, while no such help is given to any of the numerous lines running to different ports in Europe.

There is an average of more than two steamers each week to Europe, most of these being first-class vessels. One of the most popular of these lines is the Pacific, from Liverpool to Valparaiso, of which two boats per month in each direction stop in the river Plate. There are twelve boats of this line, averaging from 2,500 to 3,000 tons burden.

The Royal Mail line from Southampton to Buenos Ayres with steamers of 2,800 tons; the Liverpool line with thirteen steamers running to Buenos Ayres, the Glasgow line, the London line, and the Hamburg are the principal English companies.

The Marseilles and Genoa line has steamers coming to this city every month, varying from 2,000 to 3,500 tons burden, and even the Italians have regular monthly steamers.

I believe that a moderate subsidy by Government to a company that would run steamers between New York and Buenos Ayres, on good times and at reasonable freight and passenger rates, would greatly foster commerce, travel, and sympathy between the two nations. Many European passengers would patronize such a line for the purpose of visiting the United States.

At present the slow time and very high passenger rates of the United States and Rio line drive a large portion of the travel to the European routes. The rate of passage from New York to Buenos Ayres direct is, to Rio \$225, and from Rio to Buenos Ayres \$60, making the total \$285, beside an expensive delay at Rio. Passage from Buenos Ayres to England \$175, and from England to New York \$70, making total by this route \$245.

The American mail is from thirty-four to forty-one days in coming from New York to Buenos Ayres, which very much destroys its value for commercial uses, as the European mails come in twenty-six days, and telegrams are frequently received from New York by way of Lisbon in twenty-two days.

FREIGHTS.

During the spring months of the present year several American vessels left this port in ballast, but at present plenty of freights are offering. The average rates of freights to the States are, per ton, \$5, gold, and five-eighths of one cent. per pound for hides. As the vessels lie in the outer roads the lighterage charges are one-half the freight. I think that generally preference in freights is given to American vessels, on account of their supposed superiority.

There have entered at this port during the year ending September 30, 1870, 93 American vessels, 7 ships, 54 barques, 21 brigs, 9 schooners, 1 brigantine, and 1 steam tug. Their aggregate tonnage is 43,697.57; their average tonnage is 469.86.

The Central Argentine Railroad has been completed to Cordova dur-

ing the past year under the presidency of Mr. William Wheelright, a citizen of the United States, a gentleman who has probably done more for South America than any other living man. This grand work opens up to communication and emigration a vast section of the pampas, and will, in a few years, be extended to the Pacific Ocean.

Five street railroads have been laid down in this city during the last year, greatly facilitating the operations of business, and increasing the value of city property. It is safe to say that the price of city property has increased 75 per cent. within the last year. This is owing in a large measure to the large amounts expended in the city by the allies during the Paraguayan war. The general expense of living has increased in a proportional rate.

Emigration to the Argentine Republic has increased very largely, as will be seen from the following table of emigrants that have arrived at the port of Buenos Ayres:

During the year 1857.....	4,951
During the year 1860.....	5,656
During the year 1865.....	11,767
During the year 1869.....	37,934
Total for the last thirteen years to December, 1869.....	164,784

The nationality of the emigrants for 1869 is as follows:

Italians.....	22,420
Spaniards.....	2,280
Swiss.....	3,406
French.....	7,980
English.....	708
Germans and Scandinavians.....	1,140
Total for the year 1869.....	<u>37,934</u>

It is worthy of notice that a large portion of these emigrants are Italians. Earnest efforts are made by the government to attract settlers to this country. Paid agents are maintained in the United States, England, France, Germany, Switzerland, Austria, Italy, Spain, and other countries.

The efforts of the agent in the United States, Dr. Goodfellow, have been directed principally to obtaining school-teachers.

DEXTER E. CLAPP.

Navigation and commerce of the United States with the Argentine Republic for the year 1870.

PORT.	VESSELS.		CARGOES.			
	ENTERED.		INWARD.		OUTWARD.	
	No. of Vessels.	Where from.	No. of Vessels.	Description.	Value.	Description.
BUENOS AYRES. • Year ending September 30.*	12	New York.....	7	Sugar, flour, and general mer-	\$353,883 10	Wool, hair, hides, skins, &c.
	3	Montevideo.....	2	Chandises.		General merchandise
	3	St. Mary's.....	2	Coal	88,600 00	Ballast
	1	Batavia.....	1	Tea	10,000 00	Not reported
	1	Cardiff.....	27	Shingles, lumber, shooks, &c.	120,925 20	Not reported
	1	Pernambuco.....	1	Tea	4,736 00	Solid
	2	Callao.....	5	Assorted merchandise	16,000 00	Hides, hair, sheep-skins, bones, &c.
	3	Antwerp.....	9	Ballast		Hides and skins
	15	Portland.....	6	Not reported		
	2	Bangor.....	1	Locomotives		
	1	Seaport.....	1	Rosin, lard, &c.	45,235 00	
	0	Asuncion.....	2	Sewing machines and chairs	38,705 75	
	0	Zarrete.....	1	Lumber	48,370 99	
	2	Boston.....	5	Cannot be obtained		
	1	Montreal.....	7	Shingles and pickets	14,491 55	
	1	London.....	1	Oil, lard, starch, resin, lumber, tobacco, &c.	4,400 00	
	2	St. John.....	1			
	3	Savannah.....				
	1	Concordia.....				
	1	Rio de Janeiro.....				
	1	Baltimore.....				
	1	Stella.....				
	1	Hamburg.....				
	2	Liverpool.....				
	1	San Nicholas.....				
	1	Machias.....				
	76		76		744,357 59	
						3,800,464 41

* Classes of vessels entered for the six months ending June 30, and three months ending September 30: 6 ships, 12 brigs, 1 brigantine, 38 barkes, 8 schooners. Cleared 5 ships, 15 brigs, 3 brigantines, 36 barkes, 7 schooners. Tonnage: three months ending September 30, 8,763.53 tons; nine months ending June 30, 34,423.34 tons. Aggregate, 43,226.87 tons. It should be remembered that the tables of navigation and commerce of the United States with foreign countries, unless otherwise stated, embrace only vessels carrying the flag of the United States. These tables are compiled from the quarterly returns of consuls.

A U S T R I A .

*Statement showing the value of exports from United States consular districts in Austria to the United States.**

Consular district.	Period.	Value.
		<i>Florins.</i>
Vienna	Quarter ending March 31, 1870	678, 933 10
	Quarter ending June 30, 1870	654, 021 47
Brünn	Quarter ending March 31, 1870	54, 774 52
	Quarter ending June 30, 1870	55, 777 96
Pesth	Quarter ending March 31, 1870	13, 173 97½
	Quarter ending June 30, 1870	9, 216 76
Trieste	Year ending September 30, 1870	\$372, 022 63

* Compiled from the invoice returns of consuls.

VIENNA.

SEPTEMBER 30, 1870. (Received February 3, 1871.)

Wars and rumors of war are so constantly threatening the commercial interests of Europe, that there can scarcely be said to be a regular course of trade to be disturbed, but the commencement of actual hostilities between France and Prussia has presented some new problems for the merchants and manufacturers of Austria who send goods to the United States.

When Germany attacked Denmark in 1864, it was a great power arrayed against a weak one, and as soon as it was evident that England would leave Denmark to fight out the unequal contest as best she could and take such terms of peace as might be forced upon her, commerce ceased to be troubled with so certain an event, and assumed its normal condition.

When, two years after, Prussia marched into Austria, it created all the distrust which accompanies a doubtful result, but the end was so suddenly reached, and peace was restored on apparently so firm a basis, that traders were disposed to take the most hopeful view of the situation.

A suspicion was, however, soon aroused that Prussia had determined to take no notice of that part of the treaty of Prague signed in 1866, between Prussia, Austria and France, which she regarded as contrary to her interests, and the apprehension of new complications began to frighten commerce, especially as the perfect military system and the unrivaled equipment of Prussia rendered any demand upon her dangerous, if not useless, on the part of the co-signers of that treaty.

Austria, however, contented herself with simply pointing out the neglect of the treaty, unaccompanied by an attempt to compel its enforcement, and it was evident that the condition of her army and her finances precluded the idea of a resort to war, in case the treaty of 1866 continued to be disregarded. Austria required peace to complete her political changes, not less than to replenish her exhausted treasury, and to extend her internal improvements; and the popularity in France of those declarations which showed the "empire to be peace," indicated that the French people were as little inclined as Austrians to enforce the treaty by war; and while it was believed that Prussia might perhaps provoke war, if she took any further steps in derogation of the independence of the South German States, yet it was hoped that she

could rest satisfied with the right, in case of invasion, to command the armies of those states, which right she had obtained by secret treaties before signing the treaty of Prague.

When it became positively known that France and Austria had been deceived when they signed the treaty of peace in 1866; that Prussia had made secret treaties inconsistent with the treaty of Prague, and did not intend to execute her part of the bargain, it was thought to argue ill for the peace of Europe, and capital in Austria was reluctant to embark in undertakings which might be disturbed by a new outbreak of hostilities in which it was considered certain that Austria must take a prominent part. France was, however, induced to declare war against Prussia on a point of honor, and without setting forth the cause of grievance, which might have made her declaration of war justifiable in the eyes of the world, and Austrian statesmen determined to stand aloof from the duel, for, though the result would doubtless settle the question whether the treaty of 1866 was to be enforced against Prussia, yet the violation of that treaty had not been officially avowed as the cause of the declaration of war, and Austria did not consider herself in honor bound to take part in it.

Had France declared her only object to be the enforcement of the treaty of Prague, it is difficult to see how Austria could have avoided supporting the treaty. Austria, too, shared the anxiety of the other powers of Europe to prevent this collision from lighting the flames of war among other nations, and feared that any demand made upon Prussia would induce Russia to open the eastern question, and produce a general war.

The first effect of the excitement resulting from the proposition to put a prince of the house of Hohenzollern on the throne of Spain was to cause a stringency in the money market which paralyzed all trade. The merchants of Austria were anxious to send goods to America, but the Prussian railways were occupied with the transportation of troops to the Rhine, and after that pressure was over, the French navy cut off the route from Bremen and Hamburg and forced all goods to go via Trieste and England to America.

Notwithstanding the increased difficulties in shipment, the amount of goods forwarded from Vienna after the war commenced has never before been equaled in any like period of time.

Statement showing the value of the exports from Vienna, Brünn, and Pesth to the United States during the several quarters of the year ending September 30, 1870.

	Consulate at Vienna.	Consular agency at Brünn.	Consular agency at Pesth.	Total from consular dis- trict.
	<i>Fl. kr.</i>	<i>Fl. kr.</i>	<i>Fl. kr.</i>	<i>Fl. kr.</i>
Quarter ending December 31, 1869.....	625, 614 56	36, 169 42	13, 077 88	674, 861 86
March 31, 1870.....	673, 933 10	54, 774 52	13, 173 97	746, 881 59
June 30, 1870.....	654, 021 47	55, 777 90	9, 216 70	719, 016 07
September 30, 1870.....	1, 082, 309 79	100, 496 21	15, 666 23	1, 198, 472 23
Total for year ending September 30, 1870.....	3, 040, 878 92	247, 218 05	51, 134 78	3, 339, 231 75

Statement showing the description and value of the exports from Vienna, Brünn, and Pesth to the United States during the year ending September 30, 1870.

Kind of goods and merchandise.	Consulate at Vienna.	Consular agency at Brünn.	Consular agency at Pesth.	Total from the consular district of Vienna.
	Fl. kr.	Fl. kr.	Fl. kr.	Fl. kr.
Pearl buttons	613,968 97			613,968 97
Dress goods, shawls, and ribbons	440,364 72			440,364 72
Pipes and pipe fixtures	424,994 04		2,014 66	427,008 70
Gloves	422,664 89			422,664 89
Fancy bronze and leather ware	403,894 90			403,894 90
Musical instruments	277,015 47			277,015 47
Cloth		245,915 90		245,915 90
Skins, hides, furs, and leather	218,853 46			218,853 46
Jewelry	36,927 93			36,927 93
Glycerine	30,965 18	1,302 15	16,705 55	48,972 86
Wax flowers, wax pearls, and beads	29,008 89			29,008 89
Drugs, chemicals, and colors	20,143 02			20,143 02
Fans	19,048 66			19,048 66
Wooden ware	17,203 23			17,203 23
Wine	17,190 84		17,969 83	35,160 67
Engravings and oil prints	10,449 90			10,449 90
Walking canes	10,015 46			10,015 46
China and glass ware	9,109 35			9,109 35
Furces			9,745 83	9,745 83
Leather satchels	5,882 69			5,882 69
Brass-headed furniture nails	5,336 56			5,336 56
Human hair	4,787 01			4,787 01
Instruments and machinery	3,404 40			3,404 40
Combs	2,963 59			2,963 59
Cartridge shells	2,785 07			2,785 07
Clocks	2,399 56			2,399 56
Other goods	11,501 15		4,698 91	16,200 06
Total	3,040,878 92	247,218 05	51,134 78	3,339,231 75

Statement showing the value of the exports from the Vienna consular district for the several years since the establishment of this consulate.

Total for the several years ending September 30.	Consulate at Vienna.	Consular agency at Prague.	Consular agency at Brünn.	Consular agency at Pesth.	Total from consular district.
	Fl. kr.	Fl. kr.	Fl. kr.	Fl. kr.	Fl. kr.
1855	606,824 68				606,824 68
1856	626,522 55				626,522 55
1857	883,662 54				883,662 54
1858	843,293 51				843,293 51
1859	1,127,059 88				1,127,059 88
1860	2,062,830 38				2,062,830 38
1861	1,734,341 02				1,734,341 02
1862	2,413,170 00				2,413,170 00
1863	1,820,867 00				1,820,867 00
1864	1,627,258 66	410,752 64	271,801 70		2,309,813 00
1865	1,997,778 61	705,739 52	385,949 47		3,089,467 60
1866	3,645,563 94	2,036,746 81	2,118,673 63		7,800,984 38
1867	3,086,745 49	2,031,024 56	1,236,935 50		7,354,705 55
1868	2,761,596 41	1,812,352 71	302,085 99		4,876,045 11
1869	2,771,022 39	1,404,589 72	262,721 73		4,438,332 84
1870	3,040,878 92		247,218 05	51,134 78	3,339,231 75
Total sixteen years	31,129,415 98	9,301,204 96	4,825,396 07	51,134 78	45,307,151 79

This gives a total export to the United States from the Austro-Hungarian Empire, during the past sixteen years, of 45,307,151 florins and 79 kreutzers.

The export from Trieste is not included in the foregoing statement, nor the export from Prague for the year 1870, as this latter place does not now belong to this consular district.

AMERICAN MANUFACTURES.

The people of Austria have a hostility to change, and do not readily adopt the improvements in machinery to which their attention is being constantly called. Hungary, however, furnishes a readier market for new and useful improvements. A much larger proportion of her citizens have resided in foreign countries, and in their travels observed the immense advantages gained by labor-saving machinery. The plains of Hungary resemble, in many particulars, the prairies of the western States of America, and the agricultural implements which have been brought to such perfection in the United States are eagerly sought for.

The principal reason which prevents large quantities of agricultural implements and machines being ordered from America is the great cost as compared with similar machines constructed here. Labor and material are so much higher in America than in most other countries of the world, that it is almost impossible for any people to buy our manufactures, however superior they may be.

Imitations of many prominent American inventions are rapidly being supplied from workshops here. Thus sewing-machines are manufactured in Austria under the names of American patentees.

FIRE-ARMS.

In nothing is the enterprise of Americans more conspicuous than in the manufacture of munitions of war. In Vienna there is a large factory for metallic shells for cartridges, owned and carried on exclusively by American capital and enterprise, and supplying several countries in Europe from this point with the latest results of American ingenuity in that necessary part of the munitions of war.

Gatling guns (an American invention) are made here in large numbers, and for several different governments. Two hundred and thirty Gatling guns are now being constructed at Vienna for Turkey, and the demands upon the skill of these enterprising manufacturers have been increased beyond their power of production by the excited condition of Europe.

A very large amount of American capital and skill has been invested in these works in Austria, and contracts have been executed with almost every power of Europe, as well as with some governments of Asia and Africa.

Austria appears to be anxious to promote these manufactures, but when the war broke out between France and Prussia, Austria declared herself neutral, but failed to maintain the attitude of neutrality as laid down by writers on international law, and as understood and practiced by America and England and every other civilized nation. Instead of allowing the manufacturers to pursue their legitimate business in this neutral state, an order in council was issued prohibiting the export of arms and munitions of war, whether they were going to the belligerents or any other country whatever. Consequently these American firms have been suddenly forced to suspend the completion of their contracts with Egypt, Turkey, Italy, and other countries, to their great loss and injury. No reasonable cause for this order has ever been made public.

The Austro-Hungarian monarchy is at peace with all the world, and

why its ordinary manufactories should be closed and its exports prohibited because war exists between France and Prussia has never been explained. It is supposed that the fear of giving offense to her powerful and successful neighbor has produced this order, and it is known that it is strictly enforced by reason of the urgent demands of that power. As the case actually stands, Austria is not remaining neutral and pursuing the even tenor of her way in trade and manufactures, but she has shut up the manufactories of arms within her borders, and has prohibited this trade with other neutral states, lest some such arms should find their way to one or other of the belligerents.

The neutrality of Austria is certainly very unlike the neutrality of America, England, and other civilized states, and it is very unlike its own neutrality in former wars. If this principle adopted by Austria in this war shall become an established duty of neutral governments, every peacefully-inclined and unwary nation will be at the mercy of any neighbor who secretly prepares a superior armament, and declares war against her. Should war be suddenly declared against an unarmed nation, or should a nation be so unfortunate as to have its arms and munitions of war captured, it certainly ought not, for this reason, be left to the unlimited tyranny of the potentate who had, by fraud or force, become a conqueror.

It would be impossible under those circumstances for a nation to manufacture arms with sufficient rapidity to defend itself. It must go into the markets of the world and supply its necessities. To adopt a different rule would be to convert every nation into an arsenal, to make a time of peace simply a period of preparation for war, and no nation that desired to preserve its integrity would dare to settle into the normal, peaceful state which the highest civilization demands, but must ever be bristling with arms and ready to repel aggression. The order of the government was published in these words:

By decree and with the consent of the royal Hungarian ministry the export and transit shipment of arms, parts of accoutrements, ammunition, and implements of war over the frontier of the Austro-Hungarian monarchy is prohibited. This law will take effect on the day it becomes known to the custom-house officers.

A NEW GUN.

A revolving gun firing sixty shells a minute has been invented by Mr. Hotchkiss, of New York, (temporarily residing in Vienna.) This Hotchkiss gun is of very simple construction, and, consisting of but few separate pieces, is not liable to get out of order, while the most satisfactory results have been attained by the first and only gun yet made. This is probably the first revolving gun ever constructed for throwing shells, and it is believed that it will at once take an important place among American inventions for preserving the peace of Europe.

COMMERCE.

A comparison of the Austrian imports for 1868 with those of 1869 shows that there has been an increase of imports in the following articles: coffee, raisins, figs, oranges, lemons, molasses, powdered sugar, beets, nuts, wheat, beans, oats, rice, flour, hops, oil and clover seed, raw sheep-skins, furs, feathers, meat, sausages, cheese, beer, brandy, rum, wine, bread, delicacies, wood, timber, coal, charcoal, meerschaum, lime, cement, iron (raw and manufactured) rails, steel, sheet iron, zinc, ropes, canvas, common and medium, fine woolen goods, silks, wax-cloth, clothing, brushes, split cane, fine and common paper, wall paper,

common and fine leather, India-rubber goods, common woodenware, veneers, wooden house and kitchen utensils, furniture, toys, glass and glassware, clay and metal ware, wooden ships, railway cars, photographic instruments, engines, machines, locomotives, fancy goods, star candles, common soap, books and engravings.

There has been a decrease in the import of cows, sheep, lambs, hogs, horses, leeches, tallow, all kinds of oil, dye-woods, katechu, dividivi, indigo, salt, arsenic, potash, cream of tartar, saltpeter, chloride of lime, raw cotton, flax, hemp, wool, cotton yarns and rags.

In the export of 1869 compared with that of 1868 there has been an increase in molasses, powdered sugar, raw Hungarian tobacco, cigars, oxen, sheep, hogs, horses, calf-skins, feathers, meat, honey, wax, cheese, lard, fat, oils, beer, brandy, rum, wine, silver ore, iron, steel, rails, copper, copper and brass wire, cotton, linen, and woolen yarns, cotton, linen, and woolen goods, ordinary silk goods, clothing, common and fine paper, wall paper, leather and India-rubber goods, woodenware, basket ware, glass, clay and metal wares, wooden ships, wagons, carriages, sleighs, railway cars, pianos, star candles, matches, caps, powder, books, periodicals, oil-cakes, rags, bones and glue.

There has been a decrease in the export of wheat, corn, barley, oats, hops, oil seed, clover seed, wood, timber, meerschaum, lime, cement, tanning bark, pitch, tar, oil of turpentine, potash, sulphur, antimonium, cream of tartar, soda, raw cotton and wool.

The import in 1869 was 24,186,454 florins greater than in 1868, while the increase of export was but 4,400,711 florins greater.

Table showing the total value of the imports compared with that of the exports in the year 1869, in Austrian paper florins.

Kind of goods and merchandise.	Value of im-ports.	Value of ex-ports.	Excess of im-ports.	Excess of ex-ports.
Tropical products.....	23,769,597	5,097,065	17,771,632	.....
Tobacco, raw and manufactured.....	5,397,460	4,325,740	4,071,720	.....
Products from the field and garden.....	17,432,049	85,716,397	.....	68,284,348
Cattle.....	19,776,053	13,942,180	6,533,873	.....
Animal products not contained in other classes.....	16,604,107	9,465,968	7,138,839	.....
Lard and oil.....	13,851,754	9,650,601	4,301,153	.....
Edibles and beverages.....	2,834,050	12,340,448	.....	9,514,798
Fuel and building material.....	13,121,430	29,330,651	.....	16,209,221
Medicines, perfumeries, dyestuffs, &c.....	20,605,121	4,983,985	15,621,136	.....
Metals, raw and manufactured.....	34,767,017	6,479,057	28,287,960	.....
Woven stuffs.....	71,030,293	40,069,658	30,940,635	.....
Yarns.....	28,078,944	9,789,492	18,289,452	.....
Dress goods.....	53,283,329	63,490,362	.....	10,206,873
Paper and straw goods.....	2,603,329	8,243,284	.....	5,639,955
Leather, skins, furs, and India-rubber goods.....	14,268,760	12,781,498	1,487,262	.....
Wooden, glass, and earthen ware.....	5,570,407	27,138,363	.....	21,567,956
Hardware.....	15,739,605	13,033,873	2,695,732	.....
Vehicles of transportation by land and water.....	1,426,389	4,614,240	.....	3,187,851
Instruments, machines, and fancy goods.....	22,119,961	55,326,611	.....	33,206,650
Chemical products, colors, &c.....	3,878,037	6,941,233	.....	3,063,176
Objects of art and literature.....	8,875,610	3,730,130	5,145,480	.....
Refuse.....	106,929	961,091	.....	854,162
Total.....	398,320,911	427,681,027	.....	29,460,116

Table showing the value of the principal articles of export and import in 1869 compared with the year 1868, in Austrian paper florins.

Kinds of goods and merchandise.	Imports.			Exports.		
	Value in 1869.	Value in 1868.	Increase.	Decrease.	Value in 1869.	Value in 1868.
Tropical products.....	52, 769, 397	22, 970, 112	799, 485		5, 997, 905	3, 593, 238
Tobacco, raw and manufactured.....	8, 397, 049	10, 342, 580		1, 945, 120	4, 325, 740	2, 994, 385
Products from the field and garden.....	17, 422, 049	14, 976, 366	2, 445, 683		85, 716, 397	115, 746, 573
Cattle.....	19, 776, 033	21, 638, 165		1, 862, 112	13, 242, 180	9, 691, 364
Animal products.....	16, 604, 107	15, 531, 206	1, 052, 901		9, 465, 268	9, 171, 128
Lard and oil.....	13, 051, 754	14, 043, 345		91, 591	5, 832, 876	5, 832, 876
Edibles and beverages.....	9, 834, 650	2, 111, 244	723, 406		9, 650, 601	3, 817, 725
Fuel and building material.....	13, 121, 430	11, 330, 268	1, 791, 168		12, 349, 442	1, 281, 153
Medicines, perfumeries, and dyestuffs.....	20, 005, 121	21, 512, 628			29, 330, 651	1, 065, 296
Metals, raw and manufactured.....	34, 767, 017	25, 076, 544	9, 690, 473	907, 507	4, 983, 985	31, 061, 195
Woven stuffs.....	71, 030, 203	76, 267, 983		5, 237, 690	6, 479, 057	5, 078, 158
Yarns.....	29, 078, 944	34, 243, 398		6, 164, 454	40, 089, 658	5, 799, 416
Dress goods.....	53, 283, 389	50, 066, 348	3, 217, 041		46, 757, 194	6, 055, 988
Paper and straw goods.....	9, 603, 329	2, 160, 696	442, 633		52, 290, 529	3, 683, 564
Leather, skins, furs, and hides.....	14, 268, 760	12, 291, 890	1, 976, 870		11, 199, 733	7, 250, 713
Wooden, glass, and earthen ware.....	5, 570, 407	8, 597, 853		8, 243, 284	9, 715, 177	2, 715, 177
Hardware.....	15, 729, 605	8, 597, 853	7, 131, 772		25, 496, 861	1, 651, 493
Vehicles of transportation by land and water.....	1, 426, 389	356, 200	1, 070, 189		10, 066, 321	9, 707, 252
Instrumental machines, and fancy goods.....	22, 119, 961	14, 392, 778	7, 727, 183		10, 296, 621	1, 584, 480
Chemical products, colors, &c.....	3, 878, 057	3, 468, 016	410, 021		52, 284, 919	3, 041, 692
Objects of art and literature.....	8, 275, 619	7, 531, 180	1, 344, 430		5, 942, 596	3, 998, 637
Refuse.....	106, 929	326, 081		219, 152	3, 450, 460	279, 670
Total.....	398, 220, 911	374, 034, 457	24, 186, 454		423, 280, 316	4, 400, 711

The province of Dalmatia does not come under the general law for customs and is not included in the preceding statements.

Table showing the total value of the imports compared with that of the exports in 1869, in the province of Dalmatia, in Austrian paper florins.

Value of imports.....	7, 495, 234
Value of exports	7, 170, 858
Excess of imports.....	324, 376

Table showing the value of the principal articles of export and import in 1869 compared with 1868, in the province of Dalmatia, in Austrian paper florins.

	Value in 1869.	Value in 1868.	Increase.	Decrease.
Imports.....	7, 495, 234	8, 236, 885	.....	741, 651
Exports.....	7, 170, 858	6, 987, 337	183, 521	.....

The Austro-Hungarian monarchy is making great exertions to increase its commerce with the East Indies, and to open there a market for its manufactures. The expedition which was fitted out by this government and placed under charge of Doctor Carl Scherzer, a man of great ability and energy, was intended to establish more intimate commercial relations with East India, and Doctor Scherzer in his report urges the introduction of a line of steamers, similar to the line of the Pacific Mail Steamship Company, which shall have the carrying trade from Trieste to Bombay and China via the Suez Canal. He speaks of the new system upon which the steamers are built, giving dimensions, &c., and mentions the fact that capitalists of San Francisco propose a line in connection with the above, which shall run from New York, through the Straits of Gibraltar to Port Said and Suez, to Hong-Kong. Doctor Scherzer adds that, owing to the boldness of American plans, which so soon become established facts, it will not be surprising to find this project in embryo very shortly a completed enterprise.

The Austrian Lloyd Company have opened steamship communication from Trieste via the Suez Canal to Bombay. A conference was held between delegates of the Russian railways and the directors of the Austrian Lloyd Company, at which it was agreed that for all goods coming from India and shipped from Trieste direct to St. Petersburg, without the intervention of commission merchants, the tariff for freight should be 133 francs per ton, for shipments of all kinds. The freight between Trieste and the Indian stations is from £6 10s. to £9 per ton of 20 cwt., or 40 English cubic feet. To Bagdad the freight will be £10 5s. sterling. In this is included all the expenses from the quay at Trieste to the place of destination. From Bombay to Trieste the freight on cotton will be lowered.

On the 9th of February, 1870, the Emperor of the Austro-Hungarian monarchy ratified a commercial treaty with Great Britain, rescinding article V of the commercial treaty of December 16, 1865, as follows:

ARTICLE I. Articles of British manufacture shall be admitted into both parts of the Austrian empire on the payment of such duties as are laid down in the commercial treaty between Austria and Prussia of March 9, 1868.

ARTICLE II. It is furthermore stipulated that, after January 1, 1870,

the following articles of British manufacture on entering the Austrian dominions be admitted on the payment of the following duties :

Cotton goods, such as woven and spun goods from cotton, or cotton and linen mixed, but without any admixture of silk, wool, or hair.

A. Common, such as wicks, marly, nets, (fish or bird nets,) stiff nets, 12 florins per hundred-weight.

B. 1. Ordinary, such as not printed, raw and bleached yarns. 2. Printed, raw woven textures, except those with a velvet finish, 16 florins per hundred-weight.

C. Middling fine, such as, 1. Unprinted woven textures dyed. 2. Printed woven textures bleached or dyed, 20 florins per hundred-weight.

D. All parti-colored and all woven textures dyed red, all velvets and velvet-like textures, ribbons, hosiery, embroideries, dress trimmings, cotton and silk buttons, furniture and curtain stuffs, except those enumerated under C, 30 florins per hundred-weight.

E. Fine woven textures, except those enumerated under D and F, 45 florins per hundred-weight.

F. Bobbinets, petinets, laces, and all textures embroidered with brocade or spun glass, 60 florins per hundred-weight.

Woolen goods: All sorts of woven textures made of wool, or other animal hair, without any admixture of silk.

A. Common, such as blankets, sail-cloth, bolting-cloth, ropes, felt, hair-cloth, hair-soles, (for shoes,) carpets made from dogs', calves' or cows' hair, $4\frac{1}{2}$ florins per hundred-weight.

B. Ordinary, such as woven textures not printed nor with any velvet finish, felt goods, and carpets, except those enumerated under A, 18 florins per hundred-weight, and after January 1, 1871, 15 florins per hundred-weight.

C. Middling fine, such as all woolen textures with a velvet finish and printed, except those enumerated under D and E, hosiery, buttons, and dress trimmings, 35 florins per hundred-weight.

D. Fine, such as shawls and scarfs without any admixture of silk except those enumerated under E, 50 florins per hundred-weight.

E. Finest, such as laces, lace shawls, embroidered textures, and all dress goods with ornaments of brocade or of spun glass, 60 florins per hundred-weight.

ARTICLE III. The articles III, IV, and V of the commercial treaty between his Imperial Majesty and her Majesty the Queen of Great Britain, of December 16, 1865, as well as the articles II and III of the supplement of that treaty, are hereby revoked.

ARTICLE IV. The present convention shall have the same duration as the treaty of December 16, 1865.

ARTICLE V. The present treaty shall be ratified and the documents be mutually delivered at Vienna within six weeks, if not sooner.

The provisions of this article will take effect on the day of its publication in the official papers.

INTERNATIONAL RIGHT FOR THE USE OF TRADE-MARKS.

Article XII of the commercial treaty between Austria and France has in so far been altered that from this time forth every foreigner who wishes to obtain the exclusive right to use a certain trade-mark, a design, or a pattern for the Austro-Hungarian monarchy, must deposit two samples of the same, one with the chamber of commerce of Vienna, and the other with the chamber of commerce of Pesth.

MANUFACTURES.

The export of gloves to the United States is steadily and constantly increasing. As most of the goat-skins of Europe find their way into France, there to be manufactured into gloves, so the lamb-skins of the Danubian principalities of Turkey and Dalmatia come to Vienna, and by far the greater part of these skins are made into gloves in this city. As the manufacturers spare no pains to produce as fine an article as possible, and as they are sold at very moderate prices, their reputation and exportation is rapidly increasing. Of these lamb-skins there were brought to Vienna, in 1869, from Servia, 390,000 pieces; from Macedonia, 95,000 pieces; from Walachia, 70,000 pieces; from Dalmatia and Croatia, 56,000 pieces; total brought to Vienna, 611,000 pieces.

America is beginning to buy raw skins in this market for her glove factories. It is less than three years since the first export of skins was sent to New York, and in 1869 there were 120,000 pieces sent. Although the system of dyeing glove leather has not yet reached perfection, yet during the last few years great improvements have been made. In the manufacture of gloves, however, there has been no new system introduced either in Austria or elsewhere.

The manufacture of meerschaum and amber goods is thriving, and while the increase in the business has not been extraordinary, yet the prices obtained are better. In the European trade there has been a considerable increase, but the great and constant market for these goods is found in America.

The manufacture of matches still flourishes, and Austria remains at the head of all other countries in exporting this article, though brought in competition with the Swedish manufactories, which have cheaper wood, less freight expenses, and lower wages.

The import and export of matches from the Austro-Hungarian monarchy in 1868 and 1869 was—

	Imports.	Exports.
	<i>Cwt.</i>	<i>Cwt.</i>
1868.....	1, 983	75, 429
1869.....	1, 718	84, 846

WINE.

The wine merchants of this country are making great efforts to overcome the bad effects in their trade which were formerly caused by producers shipping an unseasoned and unsuitable article, and there is a perceptible increase in their exports.

The principal wines sent abroad are the light-red wines of Hungary, and the sweet wines of Upper Hungary. The only wine exported from Austria is the red Vöslauer.

The export and import of wine during 1868 and 1869 was as follows :

	Imports.	Exports.
	<i>Cwt.</i>	<i>Cwt.</i>
Sparkling wine in bottles, 1868.....	7, 509	31
Sparkling wine in bottles, 1869.....	8, 078	399
All other wine in bottles, 1868.....	6, 801	6, 213
All other wine in bottles, 1869.....	8, 403	7, 581
Wine in barrels, 1868.....	66, 864	334, 901
Wine in barrels, 1869.....	74, 132	372, 449

When the freights from the interior of Austria and Hungary shall be lowered, the export of wine from those countries must greatly increase. The freight tariff is so much in favor of the wine districts of France that it alone accounts for the small export from this country as compared with the export from France. The following figures will show this best:

	Fl.	Kr.	
Freight from Bordeaux to Amsterdam.....		25	per eimer.
Freight from Vienna to Amsterdam.....	2	25	do.
Freight from Bordeaux to Hamburg.....	2	50	do.
Freight from Vienna to Hamburg.....	2	45	do.
Freight from Bordeaux to St. Petersburg.....	1	00	do.
Freight from Vienna to St. Petersburg.....	4	60	do.

BEET-ROOT SUGAR.

The production of beet-root sugar in the Austro-Hungarian monarchy has been as follows:

	Vienna centners.	Florins.
1868.....	20, 030, 937	8, 202, 668
1869.....	21, 982, 209	9, 001, 713
Increase.....	1, 951, 272	799, 045

Shortly after the opening of the sugar campaign in 1868 and 1869, alarming reports were spread abroad concerning the quantity of beets, indicating that there were insufficient supplies even for home consumption. Unfortunately no official and trustworthy contradiction was made of these reports, though, in consequence of the tax levied upon the beets, it would have been easy to have given such official denial. In the month of January a combination was formed, and the price advanced more than 10 per cent., but it soon became evident that the old beet crop had been underestimated, and the old prices were again restored.

ROBERTS' NEW INVENTION.

A former report, published in the Commercial Relations of the year 1867, page 513, contained a description of Roberts' diffusion process for extracting sugar from cane or beets. That invention required what was called a "battery of diffusion," consisting of a number of vessels which were filled with a certain quantity of the sliced cane or beets, and through which, water, heated to a certain temperature, was forced in a certain succession and systematic order requisite for the complete extraction and proper concentration of the diffusion juice.

Mr. Roberts has now perfected this invention, or rather made a new invention, and this diffusion process may now be carried on in a single vessel through the instrumentality of a feeding apparatus, by means of which the slices of cane, beet root, or other plant from which the sugar is to be extracted are introduced at the bottom of the vessel, and in which they slowly and gradually rise to the top, while fresh water is constantly running in at the top of the diffusion vessel, and after having remained in contact with the slices for a sufficient length of time, and having extracted the sugar therefrom, it is drawn off as diffusion juice at the bottom. The water in its gradual descent through the entire length of the diffusion vessel passes through all the stages of gradual increasing concentration which are obtained in the diffusion vessels of

a diffusion battery, and the slices in their ascent become gradually extracted in a corresponding manner, so that the whole process of extraction is effectively carried out in one single vessel. Mr. Roberts has tried his invention at his sugar factory on a large scale, and has found it to work to his entire satisfaction.

LIVE STOCK.

Statement showing the Austro-Hungarian import and export of animals during 1868 and 1869.

	NUMBER.			
	Imports.		Exports.	
	1868.	1869.	1868.	1869.
Oxen and steers.....	106,923	113,586	46,274	69,935
Cows.....	40,261	24,303	28,085	24,107
Young cattle.....	6,469	5,993	7,977	7,997
Calves.....	15,735	16,800	45,178	37,599
Sheep, goats, rams, bucks, &c.....	161,389	89,412	298,366	371,759
Lambs and kids, not over 28 pounds.....	29,069	19,140	25,428	24,798
Hogs.....	651,995	557,644	190,588	323,473
Pigs, not over 20 pounds weight.....	37,539	41,306	20,330	22,889

PETROLEUM.

In the western and southern provinces of the Austro-Hungarian monarchy the competition of American petroleum has almost entirely supplanted the Galician product. In 1868, 50,000 hundred-weight of Galician petroleum were brought to Vienna; in 1869, scarcely half that quantity. The causes are the social condition of that province, lack of capital, lack of railways, and high freight tariffs on the existing railways. Besides the petroleum from Galicia, there were brought to Vienna 100,000 hundred-weight of American and 5,000 hundred-weight of German petroleum. Notwithstanding the great importance of this growing trade, no official tables can be obtained at the custom-house showing the total quantity of petroleum imported into the Austro-Hungarian monarchy. The freight from Galicia and from Walachia to Vienna is $3\frac{1}{2}$ florins for the Vienna hundred-weight, while for the same quantity from Bremen to Vienna it is but 2 florins, and from Philadelphia to Vienna it is $3\frac{3}{4}$ florins.

RAILWAYS AND WATER COMMUNICATION.

No country in Europe, during the past year, has pushed forward its railway system so rapidly as the Austro-Hungarian monarchy. These enterprises have now, however, been interrupted by the war, and the general feeling of distrust which the attempt to reconstruct the map of Europe is arousing.

In 1869 there were new lines of railways opened in Austro-Hungary, 123.804 German miles; in the North German Bund, 69.70 German miles; in South Germany, 59.27 German miles; in the Netherlands, 1.01 German miles.

In these states there were new railways opened in 1865, 151 German miles; in 1866, 155 German miles; in 1867, 172 German miles; in 1868, 212 German miles; in 1869, 253 German miles; the number of miles of railways completed in the year 1869 in this country being about equal to that of North and South Germany together.

Statement showing the comparative results of the operations of those railways, the lines of which pass through Lower Austria, in the years 1868 and 1869.

Railways.	Year.	Length in miles.	Number of passengers carried.	Freight carried—cwt.	Receipts in Austrian paper florins.		
					For passengers.	For freight.	Total receipts not including other revenues.
Emperor Ferdinand Northern Railway.....	1868	82.5	2,131,009	69,397,927	3,740,856	22,067,003	25,807,859
	1869	82.5	2,358,824	72,603,624	4,112,614	20,905,110	25,017,724
Austrian State Railway Company.....	1868	174.5	2,907,024	92,852,128	5,941,539	26,196,492	32,137,941
	1869	174.5	3,347,223	93,082,624	6,830,171	26,610,448	33,440,619
Southern Railway.....	1868	260	5,135,276	55,624,256	6,192,201	21,624,842	27,817,043
	1869	260	5,868,854	60,561,133	7,346,674	23,205,646	30,552,320
Empress Elizabeth Railway.....	1868	74.5	1,537,468	26,178,067	2,547,628	8,347,952	10,895,580
	1869	74.5	1,846,722	24,550,552	2,933,719	6,842,874	9,776,593
Crownprince Rudolf Railway.....	1868	27	40,223	24,224,104	36,147	58,013	94,160
	1869	45	386,626	3,569,370	(f)	(f)	667,240
Emperor Francis Joseph Railway.....	1868	18	77,780	482,192	(f)	(f)	170,104
	1869	35.5	252,741	1,424,431	231,741	311,816	533,557

The business of the Danube Steam Navigation Company is increasing year by year. The number of steamers and business done in 1869, compared with the previous year, may be seen from the following table :

	1868.	1869.
Number of steamers.....	142	146
Horse-power	12, 846	12, 996
Tow-boats	537	531
Carrying capacity.....	2, 162, 235	2, 241, 743
Number of passengers carried.....	1, 179, 691	1, 356, 019
Hundred-weight of freight carried	24, 826, 999	24, 937, 519

Besides the above in 1869, there must be added 3,363 wagons and horses, 38,563 hogs, and 50,617,464 florins specie. The total receipts of the company amounted to 12,403,982 florins.

THE TELEGRAPH.

Whether the telegraphic communication should remain in charge of private companies, or, like its co-laborer, the post, it should be brought under the exclusive control and management of the Government, is now being seriously discussed in the United States. The practice of the Austro-Hungarian monarchy in the working of its telegraphs affords but little chance for comparison with that of the United States, and throws little light on the respective merits of governmental and corporative telegraphic management, the people and the countries being totally unlike. In America, private corporations are always ready to carry out useful undertakings without Government guarantees, and our telegraphs have been heretofore entirely constructed and carried on by private capital and enterprise.

In this country the telegraphs have always been under the exclusive control of the government, and many of the reasons adduced here in favor of that system are not applicable to America. It is said that the telegraphs were in their infancy a costly experiment, which promised material benefits to the whole population, but it was not to be expected that private capital would embark in a doubtful undertaking. It had been the practice of this government as is the practice of most European governments to take charge of all great enterprises intended to benefit the public. It was supposed that the government itself must send by far the greater number of dispatches over the wires, and in order to possess a reliable means of communication for the exchange of diplomatic notes, for military operations in time of war, for the administration of justice and the apprehension of criminals, it must own and work its own telegraph. In this country the public puts more faith in the integrity of the government as regards the privacy of messages than it would be willing to accord to any private company. It is now claimed that the progressive spirit of modern times demands that the rates for the transmission of messages by telegraph, as well as mail and railway communication, should be as low as the nature of the service admits. An increased business and an increased benefit to the people is always the result of lowering the tariff, and when the telegraph is managed and controlled by the government, it is satisfied if the receipts equal the expenses, and the charges will be much lower than when it is worked by a private company interested only in securing the largest dividends at the least trouble and expense to themselves. It is objected to this that the government always buys in the dearest market, and that its control and administration is always the most expensive, and that the reduction of rates can be better made by opposition lines rather than a government monopoly.

The first telegraph constructed in this country was put up along the line of the railway from Vienna to Brünn, in 1846. Until a few years ago all the railways were under the control of the government, and the operations of the telegraph and railway were merged in one system under the administration of the minister for commerce and industry.

The telegraphic lines, not under the control of the government, are the railway telegraphs and the Vienna local telegraph. The government constructs a telegraph the entire length of every railway and then rents two of the wires to the railway company, one of them for the use of the signal apparatus, and the other for the transmission of ordinary messages connected with the business of the road.

At stations where there is no government telegraph operator the company receive messages for transmission and return the amounts col-

lected to the director of telegraphs, after deducting a small commission for their services.

In the city of Vienna and its suburbs there is a local telegraph conducted by a private joint stock company.

In order to fix a telegraphic tariff, the treaty between Austro-Hungary, North German Bund, Bavaria, Wurtemberg, Baden, and the Netherlands divides this entire territory, comprised in this telegraphic league, into squares.

These squares are formed by dividing each degree of latitude into five, and each degree of longitude into three equal parts. Circles are then drawn through the points where the dividing lines intersect each other, by which fifteen squares, called tax squares, are formed. The tariff for a single dispatch of twenty words is forty kreutzers, Austrian currency, between stations belonging to one square and stations within any of the eight surrounding squares. This is called the first zone. Eighty kreutzers, Austrian currency, is charged for a dispatch between stations of one square and all others lying beyond the next surrounding circle of squares. This is called the second zone. For every additional ten words one half is added to this price.

Within the borders of the Austro-Hungarian empire the forty kreutzers tariff for the first zone is extended to twenty-five German miles.

Table showing the length of wires and business of the telegraphs in the Austro-Hungarian empire in the year 1869.

Total length in geographical miles.		Number of stations.		Number of dispatches transmitted.		Receipts.	Expenses.
Lines.	Wires.	Government.	Railway and private.	Public.	Private.	Austrian florins.	Austrian florins.
3, 706	9, 557	767	678	209, 965	3, 879, 789	2, 924, 093	3, 360, 389

P. S. POST.

PORTS.	VESSELS.				CARGOES.			
	ENTERED.		CLEARED.		INWARD.		OUTWARD.	
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	No. of vessels.	Description.
TRIESTE. Year ending September 30.*	3	Philadelphia.....	1	Sicily.....	3	Petroleum.....	1	Lumber.....
	1	Boston.....	1	Licata.....	2	Petroleum.....	1	Staves.....
	1	New York.....	1	Girgenti.....	1	Logwood.....	4	Ballast.....
	1	Richmond.....	2	Bordeaux.....	1	Tobacco.....		
	1	Richmond.....	1	Palermo.....				
	6		6		6		6	
						70,840 00		13,500 00

* Classes of vessels entered : 3 barks, 2 brigs, 1 schooner. Cleared 3 barks, 2 brigs, 1 schooner. Aggregate tonnage, 2,529 tons.

BELGIUM.**BRUSSELS.**

OCTOBER 11, 1870. (Received October 31.)

The total amount of exports to the United States from this consular district, for the year ending September 30, 1870, is 12,819,099 francs. This is a considerable increase on the preceding year. Since the breaking out of the war between France and Prussia, the exportations to the United States have increased considerably, and the total amount for the quarter just closed is 3,949,630.09 francs, a gain of 1,151,849.90 francs on the corresponding quarter of last year. The principal articles exported have been plate and window glass, glass ware, laces, gloves, leather, linen, hoop-iron, and paintings. The total receipts of this consulate for the quarter ending 30th ultimo, for verification of invoices and miscellaneous business, is \$1,144 50. Four-fifths of all the exports to the United States from this district are shipped at the port of Antwerp. The exportation of cloths, which was so considerable a few years ago, has almost entirely stopped, owing to the high rate of duty imposed on this class of manufactures by the Government of the United States.

The manufacturing interests of Belgium have suffered very much by the present unfortunate war, owing somewhat to the unusual number of men under arms in the country, and more to the loss of trade in Prussia and France. Many of the manufacturing establishments are at present closed. The crops throughout the country this year are satisfactory.

The city of Brussels is literally full of strangers. It is estimated that there are at least 40,000 transient persons in the city, mostly French families who have left Paris. We have also an unusual number of Americans in the city. This increase of population has had the effect to increase the retail trade of the place, and Brussels now presents an animated appearance.

Immigration to the United States is attracting unusual attention in Belgium this fall, especially in the manufacturing districts. I am in correspondence with several companies or societies who contemplate immigrating next spring and have given them, as well as many other persons, all the information I could relative to price of lands, wages, cost of reaching the West, &c., &c. A number of immigrants will go to Eastern Wisconsin in the vicinity of Green Bay, where there is already a large and flourishing Belgian colony. The State of Kansas, on account of its rich and cheap lands and its mild climate, resembling that of Belgium, is attracting considerable attention of late in this country.

A. L. CHETLAIN.

BELGIUM.

PORT.	VESSELS.			CARGOES.					
	ENTERED.	CLEARED.		INWARD.	OUTWARD.	Value.	Description.	Value.	
		No. of Vessels.	Where from.						No. of Vessels.	Where for.
ANTWERP. Year ending September 30.*	13	Callao.....	11	New Orleans....	15	Guano.....	17	General cargo.....	\$1,834,300
	13	Philadelphia..	4	Boston.....	21	Petroleum.....	23	Ballast.....	23,900
	2	Akyab.....	1	Callao.....	3	Rice.....	2	Walls.....	111,900
	11	New York.....	2	England.....	1	Logwood and mahogany	2	Iron.....	5,447
	1	Rangoon.....	3	New York.....	3	Wool, tallow, and hides	2	Cargo (previously reported)	72,000
	1	Mexico.....	3	Havana.....	3	General cargo.....	1	Empty barrels	
	3	Buenos Ayres..	2	Valparaiso.....	2	Wool.....	1	Glass.....	
	2	Genappe.....	10	Carthag.....	2	Cargo (previously reported)			
	1	Boston.....	1	Bristol.....					
	2	Montevideo....	3	Philadelphia..					
	2	Returned for repairs.	1	Gottenborg.....					
			2	United States..					
			3	Shields.....					
			1	Riga.....					
			1	Montreal.....					
			1	Newport.....					
		50		48		50	4,526,693	48		2,046,147

* Classes of vessels entered: ships, 27; barks, 50; brigs, 2; schooner, 1. Classes of vessels cleared: ships, 23; barks, 16; brig, 1; schooners, 1; not specified, 7. Aggregate tonnage, 43,928 tons.

B R A Z I L .**REPORTS OF MR. H. T. BLOW.****POLICY IN REGARD TO TRADE BETWEEN BRAZIL AND THE UNITED STATES.**

PETROPOLIS, *June 18, 1870.* (Received July 21.)

Many circumstances combining recently to render our relations with Brazil exceedingly important, and my own position with the Government and people resting as I trust on the sound foundation of a mutual confidence and respect, I have for the last four months directed my attention toward a policy in regard to the trade between the two countries, which would be more just as well as profitable to us, and at the same time result advantageously to the empire. I am aware that I am moving in a matter requiring great delicacy, and was really embarrassed for a starting point until the President and Congress expressed their views touching the extension of our trade with foreign nations, and the Committee of Ways and Means proposed a reduction of the duty on coffee. I availed myself at once of the latter disposition to open conversations with Baron de Cotegipe and other leading public men, directing their attention, from time to time, to the facts so highly appreciated by them, that the agricultural wealth was their main reliance in sustaining the credit and prosperity of the empire, and that of their chief productions coffee had assumed by far the greatest importance, both in their domestic and financial affairs. I did not omit to urge that its cultivation had been brought to a higher state of perfection than either sugar or cotton, and that in the markets of the world it had an importance proportioned to that of the cotton of the United States, the breadstuffs and manufactures of various countries, and the tea of China.

I did not assume that we had any right to complain of the course of Brazil in dealing with her great staple, or that her policy was chargeable with the present condition of a trade by which we were obliged to pay in gold almost entirely for the enormous quantities of coffee we imported and consumed, which gold went to enrich the manufacturers and producers of other nations; but I have urged the fact of this actual condition of trade between the two countries being unfavorable to us (their largest importers) as demanding, in my opinion, a most earnest and thorough consideration from the statesmen of both. I also suggested that in all probability our own Government would at once direct its efforts toward cheapening supplies of sugar, coffee and tea; that the people of the United States would insist, not only on the most enlightened legislation in regard to all of these important staples, but were bending every energy toward economical, rapid and direct communication with all countries producing them, and would seek in a policy of just exchange a solution of this great national desideratum.

I thus refer to views which I believe are in harmony with the President's and your own, that I may receive the earliest instructions and advice from you that I can, and with your approval and more extended ideas, proceed wisely in a matter requiring the most judicious treatment at home and abroad.

It seems to me that the best interests of our consumers and producers and manufacturers can be permanently advanced by a greatly extended trade with South America, and that there are no obstacles in the way

which cannot be removed, and that speedily. I am greatly encouraged from the fact that my conversations with public men here increase in interest, and that they concede the necessity for more intimate relations on a basis favorable to us, and looking to increased imports from the United States. Next week I shall have a more formal conversation with Baron de Cotegeipe and Viscount Itaborahy, minister of finance, in which I shall endeavor to convince them that the abolishment of the export duty on coffee, 13 *per cent. of its value*, which is a serious burden on us, should precede rather than follow any reduction of the duty levied by the United States on coffee. It will depend mainly on their disposition to concede this important point without asking too much of us, whether I can render any service in this direction.

COTTON.

PETROPOLIS, July 22, 1870. (Received August 22.)

The culture of cotton during our late civil war having been greatly stimulated in Brazil as well as in other parts of the world, I have deemed it my duty to ascertain as correctly as possible the success attending the same, and selected the province of São Paulo (which the Emperor assured me was the most thrifty in Brazil as well as the best cotton section) for investigation. From this investigation I sum up the following facts:

The yield under the best cultivation is a bale of 450 pounds to the acre. The quality is excellent; the crop uncertain. The labor is far inferior to ours and much more expensive. This last arises from the greater profit in growing coffee, the fact that if well cultivated it seldom fails, and the superior advantages of Brazil over other countries for producing it largely and cheaply.

The most skilful planters are from the United States and located around Santa Barbara, where their improved method of working has attracted great attention. The distance of the plantations from market and the high cost of rail and mule transportation adds greatly to the cost, and tends to prevent the rapid extension of the plantations.

Cotton sold in Santos at twenty cents per pound in gold yielded a profit of \$32 per bale, showing a cost of about 13 cents per pound. To realize this profit small farmers as well as laborers must live in the most frugal manner, for the simple reason that provisions of all kinds are extremely scarce and high in every portion of the empire growing sugar, coffee, and cotton.

When it is recollected that in October, 1851, at a convention of the cotton planters in Macon, Georgia, a proposition *not to sell cotton under 8 cents per pound was rejected*, and that the average price in New Orleans for middling was less than this price from 1840 to 1850, and when we find ourselves rapidly coming to the old specie prices for many of our agricultural products, and when in connection with this we are rapidly reducing the cost of this staple while increasing its yield to the acre, we must come to the following conclusions:

1. That unless the East Indies are far in advance of Brazil in the culture of this staple, the prospect for our cotton-growers is most encouraging, and that the margin for steady profit is all that could be expected.

2. That so long as we raise cheap food, and the flow of emigration continues, no nation at present engaged in the cotton culture can produce it more cheaply, nor can any nation relying on our raw cotton manufacture the same quality of goods at lower prices.

COFFEE.

I.

PETROPOLIS, *July 20, 1870.* (Received August 22.)

On the 22d of June last a frost occurred in this portion of Brazil, so severe that the crops for a time were considered to be greatly damaged. Nothing like it had been known since 1842, and though the heaviest ice produced, which lasted only three days, was scarcely an inch thick, the people complained bitterly of the coldness of the weather.

As intimated in a previous dispatch, (and deeming the opportunity a good one to make a personal examination into the resources of the rich province of São Paulo,) I have just devoted ten days to this object. The steamer to Santos, owing to boisterous weather and strong headwinds, occupied twenty-five hours in the voyage, and missing connections thereby with the railroad, I had twenty-four hours in Santos to examine the large coffee warehouses and the growing trade in this article. I found the Santos coffees superior to those of Rio, and the dealers greatly elated at the prospect of receipts far beyond their expectations four months ago, and far beyond the calculations even of those who deemed themselves most familiar with the rapidly increasing production of São Paulo. Proceeding to the interior and remaining in the city of São Paulo three days to visit the law school, penitentiary, and other public institutions, I continued my journey by rail to Jundiahi and from thence by *trolley*, (a common road-wagon, without box, but with wheels connected by spring-boards, on which seats are placed,) to Campinas, a city of ten thousand inhabitants, in the midst of splendid coffee plantations. There I made thorough examinations of the crops, and also of the wonderful *terras roxas* or red lands which produce them. I found this soil, which resembles Spanish brown, and which is said to contain elements of unequaled richness, twelve feet deep, and in all cases richest on the ridges or highlands, the valleys being comparatively poor. The coffee trees, in full bearing, were but slightly damaged, and the present crop consequently but little affected by the frost; but the young and tender trees suffered immensely, and many of them had their bark split by the frost, which completely destroys them.

In order that you may understand this matter more correctly, I beg to remind you that a coffee tree lasts from twelve to twenty years, and therefore portions of *fazendas* are constantly being renewed, while the area of each is gradually extended, the wealthy proprietor asking nothing better than to bring his fine wild lands into cultivation as fast as his profits will allow. This will account for the energy now displayed by these planters. They have, since the opening of the São Paulo Railroad, realized the superior advantages of a more rapid and cheaper transportation, and the consequent appreciation of the rich lands formerly so remote as to be unprofitable as plantations. Now various home railroad companies are being formed to connect with this gradually extending road, and the culture of coffee in the province may be said to be on a surer footing than ever, and only limited by questions of labor and demand. I am thus particular in stating facts, because last year's crop having been almost entirely marketed, it will be to the interest of producers and dealers alike, with a great prospective demand for this article, to make the crop appear as small as possible, while importers, by having accurate information, can order free from the impulse of speculation, feeling certain that with the heavy accumulation in Europe of other coffees, stocks in Rio and Santos will be larger than for many

years past, as well as of an excellent quality. What I have stated in regard to the condition of the crops in São Paulo will apply both to the province of Minas and that of Rio de Janeiro, and therefore the estimate already furnished you of the extent of the crops can be relied on.

In alluding to the quality of Brazilian coffee it may be interesting to know that in the last few years the greatest improvements have been made in preparing it for market. I have seen the machines for hulling, cleaning, (dry and in water,) and find them so far superior to the old process that I am sure Rio and Santos coffees will soon rank higher than ever, as clean-tasted, while also improving in flavor.

Other matters in connection with this trip will be treated of in special dispatches.

II.

PETROPOLIS, *August 8, 1870.* (Received September 21.)

I omitted in my dispatch No. 104 to call your attention to certain facts in regard to coffee culture, which I trust may add strength to the views there expressed, and impart confidence to those who may be induced or employed to make the experiments which I suggested. These will be briefly presented.

1. Until Brazil became so extensively engaged in producing this article, those countries which had been most successful in its cultivation were within twenty degrees north or south of the equator; and though some of these countries produced and still produce the most delicious berry of the world within ten degrees of the equator, they have not succeeded in raising an article which compares uniformly with that of Rio in strength and cheapness, both of which, more than all other qualities, are essential to its consumption by the masses either in the Old or New World.

2. It was not until Brazil engaged in the business that the crop was gradually extended to the twenty-fifth degree of latitude, and not until recently even in Brazil that it has been successfully and profitably grown one or two degrees south of the tropic of Capricorn, say in twenty-three, twenty-four, and twenty-five, and at an elevation of more than two thousand feet above the sea, which makes several degrees more, proving conclusively, it would seem, that its extension as a crop north of the equator is mainly dependent upon certain conditions, which are very well stated in the following extract from a letter from Dr. J. C. Reinhardt, an American naturalist, residing for the last twenty-five years in Campinas, province of São Paulo:

"The islands on the coast of Florida would produce coffee, but I perceive that it appears to be necessary to have a certain mean temperature to raise coffee to advantage; for example, in the neighborhood of the city of Sorocaba there are mountains that are not subject to frost on their sides, and coffee trees there flourish as I have seen in no other part of this province, but produce little fruit, and there is seen spontaneously the South American pine, which is indication of a climate too cold for the successful cultivation of coffee."

But the great summer heats of Florida would compensate for this.

I believe that plants in the course of time become acclimated more or less, as all other material productions conform more or less to circumstances; however, this is denied by some naturalists. As part of the Chinese empire lies in the tropics, they have certainly successfully succeeded in acclimating many productions of the tropics to endure the more rigorous climate of the temperate zone.

Nearly all the productions of the temperate regions which are valuable, have been derived from the tropics, which, during a long course of gradual acclimation, have become naturalized; but some require the preservation of their seeds through the winter, without which they would soon become extinct. It is stated that rice has been acclimated to grow in Germany, and I doubt not that the seed was obtained from China. I am not aware that coffee has been cultivated for any length of time in the latter country. It is well worthy that the attempt should be made; and my opinion is that ere long coffee will be cultivated in the United States successfully. I trust that the Department will seek information on this subject from our ministers in Mexico and Costa Rica, as these countries evidently resemble in climate and other features the province of São Paulo, which, as I have stated, is now producing enormous crops of coffee, south of twenty-three degrees.

III.

PETROPOLIS, *September 3, 1870.* (Received October 21.)

In a previous dispatch I referred to the heavy frosts which occurred recently in this portion of Brazil, and the effect of the same on the young coffee. In this connection I have sought for some information, which, having been obtained, may prove interesting. It struck me very forcibly that if, in the absence of a similar frost for more than twenty years, the older trees bore the unexampled shock so well, that in the dry portions of Florida the plant could be so well established in the course of a few years as to obtain a strength and character which would enable it to withstand the mild winters there, and in good time yield abundantly and regularly. I submitted this view to several planters from our Southern States residing in this empire, and they were unanimous in expressing their confidence in a successful result, and suggested the additional security of the plants growing stronger from the superior cultivation which could and would be given them in the United States.

These gentlemen, as well as others connected with the growth and trade of this article, also expressed the opinion that other portions of the sunny South, where the lands were dry and well-protected, and especially the southern slopes of hills, would produce coffee in abundance, and of excellent quality. There is still another feature in connection with this culture in Brazil which is very encouraging. The province of São Paulo, 25° and 26° south, the most southerly coffee district in the empire if not in the world, produces the finest and largest trees, the most beautiful and most valuable berry, and the most beautiful crops in South America. This I know from the personal examination referred to in previous dispatches. Such facts, taken in connection with the views expressed, seem to me worthy of our most earnest consideration. We become independent in introducing a truly enlightened economy, and if we can succeed in adding coffee to the long list of agricultural products, the saving to our people will be counted by millions. In our first experiments we will, of course, labor under the disadvantages always accompanying an effort to cultivate a plant with which we are not familiar, but our agriculturists are so intelligent and skillful that it will not take them long to understand its nature, and to originate a system adapted to our soil and climate, whenever successful experiments prove that coffee can be profitably grown. The tree would blossom about the same time as our fruit trees, and the crop be ready for picking late in the summer and in the early fall.

I do not assume that in calling attention to these facts I am imparting anything particularly new in regard to the coffee plant, but believing myself that our interest in this crop, from its enormous extent, justifies a more thorough investigation of the economies in connection with it, I respectfully submit that it is due the people of the United States that some portion of their money should be applied to testing the question whether we can raise coffee profitably or not, and this not only through the Agricultural Department, which I hope is the case at the present moment, but through all the agricultural societies in those parts of the United States that may be thought adapted to its culture.

We excel other nations in raising food cheaply; if we could add to what we have accomplished in this way cheap sugar and coffee, the effect on the mining, manufacturing, and other industries of our country would be beyond calculation.

In conclusion, I may refer to the moral effect of placing good coffee within the reach of all classes and conditions of our people. The substitution of a wholesome and invigorating beverage for the alcoholic stimulants now so ruinous to their health and character would, in my humble opinion, practically and rapidly accomplish more good than all the efforts yet made in the cause of temperance.

OCEAN NAVIGATION.

PETROPOLIS, *September 15, 1870.* (Received October 21.)

Of all nations in the world, at this moment, the United States is in the best position to take advantage of facts in connection with this subject, for the simple reason that its wooden walls have almost disappeared from the ocean, and the people are clamorous for the restoration of a merchant marine worthy of their country. The iron steamers forming the Liverpool and Valparaiso line, comprising irregular sizes, recently gave way to uniform and improved models of 3,000 tons, and a new fleet to change this line from monthly to semi-monthly is now being built of 3,500 to 4,000 tons. The steamers of the French line from Bordeaux to Rio and the Plate run as high as 4,000 tons, and are in every respect noble vessels, while the old-fashioned and expensive steamers of the royal mail are to be superseded by screws of the most approved construction, of greatly increased tonnage, and while embracing every improvement of the age tending to safer and more comfortable transportation, will yet be simpler and more economical. These are the mail, passenger, and freight steamers of the first class. Coming to those more especially intended for freighting, we find new vessels almost every month added to the lines, and each a larger and a more economical carrier than its predecessor, giving positive evidence of success.

An examination of the English merchant marine will show an enormous amount of capital badly invested in wooden sailing vessels, and some almost as badly in iron sailing vessels, neither of which can be advantageously converted into steamers. Certainly we do not require this broken-down system, and, with only a few such vessels of our own, are in a proper situation to construct a fleet which will represent the skill, enterprise, and commercial character of our people. We need these representative vessels not only in the merchant service, but also to some extent in the naval service of the country. The only question in connection with these generally admitted facts that has to be settled is the manner in which these vessels are to be constructed, whether at

home or abroad, by American or foreign skill and labor. That we must have merchant vessels, or other nations will continue to increase theirs, is so clearly established that many of the leading men and papers of the United States assert that it would be a national disgrace not to adopt an enlightened policy in regard to them at once.

Presuming that no intelligent American will endeavor to controvert this proposition, the object of this dispatch will be to contribute some information in regard to the necessity of such a policy, to prevent the carrying trade between the United States and Brazil from being entirely abandoned to other flags. The great drawback experienced by Americans in trading with Brazil, and in fact with nearly all of South America, is the tedious and uncertain communication. It is not the amount of freight paid a vessel which burdens capital and fetters enterprise, but the length and irregularity of the voyages. This is thoroughly illustrated in the trade between New York and Rio, where an American steam line running regularly every month, and steamers of the Astronomical line of late trading once a month, added to the sailing vessels, confers a stability and regularity in the coffee trade there, enjoyed by no other city in the United States, making it the greatest distributor of coffee, even for the Mississippi Valley, whose natural and economical points, New Orleans and Mobile, are without ordinary facilities. We must not, however, complain of the accidental and temporary advantages enjoyed by New York in this respect, for the reason that until there is a change, and steam and sailing vessels are employed in the trade, regularly, from Rio to Baltimore, New Orleans, and Mobile, all portions of the country reap the advantages of having better and larger stocks of coffee on hand. In fact, New York, except for these steamers, would have been almost without Rio coffee several times this past year.

Another very significant fact is, that the splendid steamers permanently and regularly in the trade between Brazil and England, Belgium, France, and Germany, monopolize all the important business, leaving coal and other cheap and heavy articles to a class of large sailing vessels, which, as they disappear, will hardly be replaced even for this trade.

It is not doubted in Brazil that the entire coasting trade of the empire will soon be done entirely by steamers, and this will certainly occur in case the recent development of coal prove as good in quality and as great in extent as is claimed. Even now every few weeks brings a new steamer on the plan of those of the Astronomical line, viz, great carrying capacity with cheap screw-power, each one destined to displace at least four or five sailing vessels that at present worry the patience of owners and consignees alike by their snail-like and uncertain voyages between Rio and the Plate. Perhaps one far away from his country feels on this subject a little different from those in its midst, but present prosperity and success must not blind the people of the United States to the future. England's wealth to-day is in her coal and iron; ours for all time, in coal, iron, cotton, rich lands and cheap food. From these will flow, if directed by a wise statesmanship, a stream of industry that will reach every portion of the world, steadily enriching us; while England's trade, with dear food, no lands for the people, and impoverished resources, will as surely decline. We feel this, but do not act on it. We witness all that has been effected by capital and enterprise, but fail to grasp advantages far beyond any heretofore enjoyed. We cannot be satisfied to be a nation of agriculturists, and yet have made no effort worthy of us looking to a world-wide trade. If we commence in earnest now and construct fifty vessels for a year or for two years, of

an average of 3,000 tons each, we will soon arrive at a point where we can at least control our own commerce, for let it once be established that a 3,000-ton screw vessel will make her voyages in one-half the time of a 3,000-ton sailing vessel, and this fifty per annum will soon reach a hundred. The commercial world will comprehend the enormous saving of time and capital in the vessels themselves, as well as in the regularity and rapidity which will accompany the change, and may not then be satisfied to have our exchange and credits entirely regulated and controlled in the Old World and by foreign bankers.

In this connection there is a conflict going on in the United States between the iron interests and the people, which ought to be harmonized. They claim alike more coal and more iron than any other country affords. On this basis both agree, and stand firmly together. We all contend that we have facilities for our internal trade not surpassed in the world; cheap food, skill and labor of native and foreign growth, and yet with all of these grand combinations do not make iron successfully, if those in the business state facts.

England subsidizes her vessels of iron to carry her manufactures to every portion of the world, and we indirectly subsidize our iron men, and yet have but few vessels of any kind, and are forced by the extraordinary condition of our industries to send corn to England to pay Brazil for her agricultural products transported to our sea-ports under a foreign flag. All of this is wrong, and equally against the people and the iron interests, or, if you choose, the manufacturing interests of our country. Perhaps both are to blame, or it may be that the people who raise cheap food, and consume nearly all they get in exchange for it, cannot calculate the cost of anything except their products, or that the rich iron proprietors have depended too much upon the bounty of their Government, and are consequently wanting in skillful and economical management. The whole country will agree in one proposition, viz: that the protected should not find fault with the toiling millions now discussing the question of duties, who, with their coal, iron, labor, domestic products, and skill, are awaiting a just termination of the conflict, a result which should be national, not local; permanent, not fitful and unsteady. A wise and speedy solution will decide, more than anything else, our future on the great highway of nations.

Our statesmen inaugurated the magnificent policy which has caused the iron to be laid across our continent, and the commercial world to look with intense interest to the revolution which it is working. Six hundred millions of Orientals have been awakened from the sleep of centuries, and are anxious to be brought into closer contact with the trade and industries of the Anglo-Saxon race. Meanwhile we remain almost at a stand-still on the direct means of regaining our well-earned prestige, while untold millions are expended by other nations upon the short route, via Suez Canal to the East Indies, and millions more on steamers adapted to the new navigation.

Will not enlightened legislation alone bring us back our ocean trade without great national expenditure or national loss, but with economies which will make our people richer, our country more independent, our future more secure? I trust that it may, and pray for your generous indulgence, if I have erred, in again presenting the subject for consideration.

H. T. BLOW.

PARA.

NOVEMBER 5, 1870. (Received November 22.)

The exports from this country consist of India-rubber, cacao, Brazil-nuts, balsam copaiba, and annatto (urucú.) Of these by far the most important is India-rubber. I annex a tabular statement of its export, which shows that shipments of this article to us have grown from 52,848 arrobas (at 32 pounds, 1,691,136 pounds) in 1851, to 182,936 arrobas (at 32 pounds, 5,854,048 pounds) in 1869.

The cost of India-rubber has increased in proportion to the demand in consuming countries, and is now double what it was at the beginning of the term named.

Exports to England show a nearly equal increase, being 975,520 pounds in 1851, against 5,069,824 pounds in 1869; and the whole amount exported stands at 2,949,600 pounds in 1851, against 11,631,684 pounds in 1869.

It must be remembered that the surplus stock is constantly overflowing from one to the other country, so that the above statement must not be considered the exact measure of *consumption* either in England or the United States.

I hand also a table of general exports from this port during 1869, showing shipments to United States, \$3,275,363; shipments to Great Britain, \$2,731,551; shipments to other countries, \$2,138,616; making the whole export from this port about \$8,000,000. Next in importance to rubber is cacao. This goes almost exclusively to France.

The value of our exports to the United States greatly exceeds that of our imports. The balance of funds for purchase is provided by drafts on England, based upon letters of credit granted by banking-houses in New York.

India-rubber is not a product of cultivation; it is extracted from a forest tree, and no restriction is placed by government on those who resort to the public domain to obtain it. It is said that the forests nearest to purchasing-markets are being exhausted, the trees being killed or yielding less milk from too frequent tapping. But the producing area is so vast, and means of access to remote points are so rapidly increasing, that we do not look for any immediate falling off in supply. On the contrary, the production will probably steadily increase for years to come. Cacao is cultivated, though carelessly. It is not a sure crop and has partially failed for the last two seasons. The other articles named are all natural products, only annatto requiring considerable labor to prepare it after gathering the seed.

The statement of exports may be relied upon as nearly accurate, but such, I am sorry to say, is not the case with the official table of the value of imports, to which I would next call your attention. It must at best be regarded as a not very close approximation to accuracy. I hand it in because it is official, and its errors may in some degree be corrected by table No. 2, of packages imported, which I obtain from private sources, but which also is in some respects erroneous.

Leaving to each the consideration it may deserve, I would offer my own estimate, derived from various sources, thus: whole value of imports, 1869, \$6,000,000; of which from England not less than half and probably \$4,000,000; the remaining \$2,000,000 from France, Germany, Portugal, and the United States—our portion not exceeding \$500,000. The principal article that comes to us from the United States is flour. Of this we import about 2,000 barrels per month, or say 25,000 or 26,000 barrels yearly. The consumption of our market is rated at 2,000 barrels per

month. Trieste sends us, one year with another, about 2,000 or 2,500 barrels of superior quality, equal to the formerly high character of the Richmond brands, Gallego & Haxall, but the cost is too high to compete seriously with ordinary American qualities.

Lard, kerosene, soda-crackers, axes, and machetes, a few pine boards, some chairs, Florida-water, and patent medicines, close the short list of American importations. The first four articles only are important in value, and have heretofore withstood European competition. Collins's axes, machetes, and other steel manufactures still hold the high place which their superiority over European work of the same class long since gained for them, but their sale is limited by cheap imitations, particularly of machetes imported from Germany, and sometimes even bearing the American name and trade-mark. Recently, however, an article of German manufacture has been produced, which is said to be fully equal to that made in America and of somewhat less cost. American axes, machetes, and other steel goods have so long maintained a superiority over all others, that we have regarded them as a national specialty; but I fear we are about to meet serious competition from continental manufacturers.

In heavy cottons, our supply of which was, up to 1861, chiefly derived from the United States, we can no longer compete with England. Unbleached goods, (drills, ducks, plain cottons,) stripes and blue goods, are no longer looked upon by American importers as forming part of their cargoes. A few bales only are received, for sale to those who may require a superior article for some particular use, but the amount is unimportant. Even previous to our war, flimsy imitations of American goods were appearing in the market at low cost. Our internal troubles enabled England to obtain possession of the market, which she still holds, by cheapness of production and cheapness of transport.

As regards cheapness of production, it is unnecessary for me to make any suggestions. The subject has been fully discussed for years; it opens many collateral issues, and I could not hope to throw any further light upon it. It is sufficient for me to say that England does produce cheaper goods than we produce, and that she has driven us from this and other foreign markets by doing so.

The question of cheapness of transport is an important one, with which, as regards foreign trade, the Department may not be so familiar, and I proceed to state certain facts.

Up to about one year ago the direct trade between England and this port was conducted through sailing vessels. At that time two steam lines, unsubsidized, and intended chiefly for freight, were started from England, say Liverpool, to this port, touching at Lisbon, and at Maranhão and Ceará, ports on the Brazil coast. Their measurement is about 1,000 tons, capacity of freight 1,400 to 1,600 tons weight and measurement. Cost, £30,000 each; and they make the voyage from Liverpool to Pará in about twenty-one days. They placed their rate of outward freight at the same price as that of sailing vessels, 40 shillings per ton, and though this rate has since been raised to 50, sailing vessels cannot compete with them, and, in fact, so far as relates to general cargo, have abandoned the trade.

The great variety of cargo, coming not only from England but from the continent, much of which is of small bulk compared with its value, furnishes abundance of freight, and makes the percentage of transport charges very small. Not only has the original enterprise increased its tonnage, but a third line is already contemplated.

On goods of small value compared with their bulk the rate is even

as low as 25 to 30 shillings per cubic foot. This applies particularly to barrels of ale and porter, &c. Even taking the highest rate charged, say 50 shillings per ton, it amounts to only about 30 cents per foot.

We have a steam line running monthly from New York, touching first at Pará, thence to Pernambuco, Bahia and Rio de Janeiro. It is subsidized by both governments, but as American exports consist of bulky goods of comparatively small value, they cannot bear the freight of steam carriage, and these steamers have not affected the business of sailing ships, by which the imports to this port are yet brought.

The duty charged on many American imports is very heavy, and diminishes amount by lessening consumption. I annex tabular statement of duty on imports and exports.

The Imperial government has recently declared that its financial condition is sufficiently favorable to allow of a diminution of import duties. Any influence which our Government may be able to exert in this sense will, of course, be favorable to general trade, and it is thus only, so far as I can see, that the action of our Government can benefit commercial relations between the two countries. The duty on many articles of foreign manufacture amounts to a prohibition in the northern provinces, the object of the system being "to encourage national industry;" a most mistaken policy in this country at least, where in all the provinces agriculture suffers from want of labor, and in the Amazonian provinces the population is not sufficient to gather the natural products of the country. A few unimportant manufactures are, by the system of high duties, protected in Rio de Janeiro, and all the northern provinces suffer in consequence. The civilizing agency of cheap comforts is thus denied, especially to the provinces of the Amazon, containing a population of perhaps 300,000, scattered through a country reaching from the mouth of the river Amazon to the eastern border of Peru and Bolivia. Of this population perhaps 30,000 are slaves.

A considerable business is done with Peru and Bolivia in merchandise, partly brought here, and partly imported with special destination, by merchants established in those countries. Difficulty of access makes the trade of Bolivia small as yet, but that with Peru is already important and is increasing in value. No duties are charged in the eastern river ports of either country. By an early opportunity I will forward some statistics in regard to this trade.

I have thus furnished such information as I believe meets the views expressed in your circular. Brazil is, however, scarcely within the terms of that circular or of the Senate's resolution. It is not a "Spanish-American State," nor is it "in close relations of geographical contiguity" with the United States, nor would its form of government suggest any special "political friendship" with a republic; yet the same means which the Government may find effective to increase our commerce with other countries would be equally applicable to Brazil. In some of the Spanish-American States the feeling toward our country is more kindly than it is in Brazil, and this is particularly the case as relates to the Amazonian provinces. The apprehension of territorial encroachment, which sometimes causes great uneasiness in states that are nearer to us, does not exist in Brazil, and the impolitic centralization of authority in Rio, under which these remote provinces suffer serious inconvenience, is often contrasted with the government of a country which is in fact as near to them as their own capital, to which they are forced to appeal in matters involving daily interest.

Commercial relations do not, however, depend upon, indeed are scarcely influenced by, political sympathies. It is not to any sentiment of friend-

ship in this or other countries that we must look for the development of commerce. Trade has but one law, which is invariable, viz, to buy in the cheapest market. We shall not be able to meet the competition of rivals until we can produce as cheaply as they can produce, and carry as cheaply as they can carry. Whether the advantages of cheap labor are profitably bought by the aggregation of a large population in a limited area, is another question, and one which it would not become me to discuss. But in answer to your permission "to make such suggestions as I may deem useful," I will briefly add that the commercial relations between the United States and this country will be promoted, first, by any means through which the cost of our home productions may be lessened; next, by such efforts as may reduce the duties of import and export in this country; and, finally, by inducing the government of this country to abandon the idea of protective tariff, in order to devote its whole strength to agricultural development, in which its true interest lies. Whatever may be the benefit of a protective system elsewhere, it is certainly an error here. Nor, indeed, is it within the range of human intelligence to administer such a system in a country of vast extent and varied production without injuring one portion for the benefit of another.

Until recently, all the steamers plying on the Amazon River were of British build, and this was due entirely to the fact of certain American builders having years ago accepted a cheap contract from the Peruvian government for boats to ply on the upper river. They soon decayed, and the result of this short-sighted policy was to exclude for many years all American-built boats from Amazonian waters.

During the last two years, however, a company, subsidized by the provincial government, has placed four American boats on the river. The novelty of their build at first caused considerable surprise, but I am happy to say they have given great satisfaction on account of their small consumption of coal and general adaptation to river navigation, in which they are far superior to boats built in Great Britain. The long-enduring prejudice is at last removed, and no doubt the example of this company will be followed by others in this and neighboring provinces. The boats are of iron, and all were built by Messrs. Pusey, Jones & Co., of Wilmington, Delaware.

JAMES B. BOND.

Table of Pará custom-house duties on imports from and exports for the United States.

Articles.	Duties.	Ad valorem.
IMPORTS.		
Lard, 1 pound	\$0 44	
Petroleum, 1 pound	44	
Biscuit, 1 pound	14	
Acres, 1 pound	24	
Florida water, 1 pound	234	
Lumber, 1,000 feet	7 35	
Flour, 1 pound	60	
Chairs without arms, each	1 88	
Chairs with arms, each	2 35	
Rocking chairs, each	2 82	
Easy chairs, each	4 70	
Chairs for children, each	62	
Straw chairs with arms, each	2 25	
Straw chairs without arms, each	1 13	
Fine wood arm chairs, each	4 50	
Fine chairs without arms, each	2 25	
Expanding rocking chairs, each	3 75	
Same without arms, each	1 87	
EXPORTS.		
Rubber		22 per cent.
Anatto		16 per cent.
Nuts		16 per cent.
Balsam copaiba		17 per cent.

Table of the number of packages of importation at Pará.

Country.	1869.	1868.	1867.	1866.
Great Britain	9, 570	9, 319	9, 467	6, 783
France	450	1, 366	1, 243	788
United States	270	603	313	46
Portugal	2	8	14	12
Belgium			22	6
Hamburg	150	42	23	157
Southern ports of Brazil	118	218	482	253
	10, 560	11, 556	11, 564	8, 045

In the above table flour is not included. The packages consist mostly of hardware and dry goods.

Imports at Pará during the year 1869.

Countries.	Official value based, in Pará custom-house, on valuation of tariff of 1853.	Actual value 50 per cent. over official valuation, based on tariff of 1853.
From Great Britain	\$574, 875	\$862, 312
From United States	323, 339	484, 995
From France	556, 6 0	834, 900
From Germany	112, 335	168, 502
From ports of Spain and Portugal	451, 850	677, 775
	2, 018, 990	3, 028, 484

Approximate value of imports in 1869 from all quarters, \$6,000,000 to \$7,250,000. This includes coast-wise receipts.

Exports from Pará during the year 1869.

Articles and destination.	Quantity.	Value.	Charges, 40 per ct.	Totals.	Grand totals.
GREAT BRITAIN.					
Rubber arrobas ..	158,432	\$1,736,490	\$694,596	\$2,431,086	\$2,637,551
Cacao do ..	170	550	220	770	
Nuts do ..	30,998	45,320	18,128	63,448	
Cotton do ..	1,124	6,615	2,646	9,261	
Other products do ..		94,990	37,996	132,986	
UNITED STATES.					
Rubber arrobas ..	179,394	2,083,465	833,386	2,916,851	3,156,363
Cacao do ..	99	260	104	364	
Nuts do ..	32,620	51,510	20,604	72,114	
Cotton do ..					
Other products do ..		119,310	47,724	167,034	
OTHER COUNTRIES.					
Rubber arrobas ..	19,829	221,175	88,470	309,645	1,729,616
Cacao do ..	158,706	528,995	211,598	740,593	
Nuts do ..	35,286	48,360	19,344	67,704	
Cotton do ..	4,893	26,825	10,730	37,555	
Other products do ..		410,085	164,034	574,119	
General value					7,523,530

Annatto and other articles not named in table were shipped to the value of \$624,000, of which to the United States, \$119,310; to Great Britain, \$64,990; to other countries, \$409,700—total, \$624,000.

The arroba is 32 pounds. Nuts, though for uniformity they are above reduced to arrobas of 32 pounds, are sold per alquiere, weighing from 80 to 90 pounds, and measuring about a bushel.

Report of yearly exportation of rubber from Pará from 1851 to 1869.

Destination.	1851.	1852.	1853.	1854.	1855.	1856.	1857.
	<i>Arroba.</i>	<i>Arroba.</i>	<i>Arroba.</i>	<i>Arroba.</i>	<i>Arroba.</i>	<i>Arroba.</i>	<i>Arroba.</i>
To United States	52,848	49,251	94,201	104,184	83,067	71,760	49,923
To England	30,485	45,573	38,243	55,444	56,732	65,046	54,397
To France	4,269	9,330	3,446	4,548	4,702	9,732	6,784
To other ports	4,573	9,750	2,213	2,063	6,067	594	5,583
Totals	92,175	113,904	138,103	166,239	150,648	147,130	116,687

Destination.	1858.	1859.	1860.	1861.	1862.	1863.	1864.
	<i>Arroba.</i>	<i>Arroba.</i>	<i>Arroba.</i>	<i>Arroba.</i>	<i>Arroba.</i>	<i>Arroba.</i>	<i>Arroba.</i>
To United States	53,149	85,292	72,195	31,864	54,041	82,356	71,260
To England	48,844	55,436	69,903	110,112	93,535	118,498	149,352
To France	4,343	5,733	8,378	9,997	8,423	4,949	18,547
To other ports	8,114	2,823	9,669	5,569	13,137	4,853	4,811
Totals	114,450	149,284	160,158	147,542	169,136	210,656	243,970

Destination.	1865.	1866.	1867.	1868.	1869.	1870.
	<i>Arroba.</i>	<i>Arroba.</i>	<i>Arroba.</i>	<i>Arroba.</i>	<i>Arroba.</i>	<i>Arroba.</i>
To United States	94,263	106,491	134,315	121,908	182,039	.....
To England	140,138	154,457	.....	.....	.....	.....
To France	11,787	21,910	165,519	213,149	180,548	158,432
To other ports	10,175	11,742	.....	.....	.....	.....
Totals	256,363	294,600	299,834	335,050	363,487	158,432

The arroba is 32 pounds.

Navigation and commerce of the United States with Brazil for the year 1870.

PORTS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.
BAHIA.	11	New York.....	13	New York.....	4	2,383 barrels flour and 4 rail-road cars and sundries.	\$30,000 00	1	General cargo	\$8,200 00
	9	Rio de Janeiro.....	1	Aracaju.....	9	Mails.....		3	Hides and rosewood.....	48,900 00
	1	Newport, (Eng. land).....	11	Rio de Janeiro.....	1	19 tons of coal.....	22,800 00	4	2,383 barrels flour, inward cargo and mails.	23,000 00
	1	Aracaju, (Brazil).....	1	Havre.....	1	Cotton, salt and sundries.....	10,900 00	15	Mails.....	56,070 00
	1	Brunswick.....	1	Cork.....	6	Machinery and sundries.....	12,400 00	1	Rosewood and Brazilwood.....	19,150 00
	1	Richmond.....	4	St. Thomas.....	1	Iron, lumber, oil.....	16,000 00	1	Rosewood and wood.....	62,000 00
MARANHAM.	6	Pernambuco.....			3	2,500 barrels flour.....	25,000 00	4	Cotton, sugar and wood.....	25,000 00
					4	Flour, kerosene and sundries.....	43,700 00	1	Ballast.....	25,000 00
	30		31		30	General cargoes.....	31,900 00		Rio de Janeiro.....	942,250 00
							192,070 00			
	14	New York.....	14	New York via Para.....	10	Flour, kerosene, &c.....	48,215 00	.3	Inward cargo to Para.....	
	1	Pernambuco.....	2	Pernambuco.....	4	Flour, kerosene, resin, &c.....	25,700 00	12	Derracks.....	33,950 61
PARA.	15		16		1	Cotton, hides, leather, &c.....	21,000 00	1	Ballast.....	
					15		94,915 00	16		33,950 61
	59	New York.....	60	New York.....	45	Flour and sundries.....		84	India-rubber, deerakins, nuts, annatto, balsam copaliba, cedar logs, hides, Under foreign flags.....	2,493,191 65
	2	Boston.....	2	Boston.....						406,036 61
	12	Rio de Janeiro.....	12	Rio de Janeiro.....						
	1	Maranhao.....	1	San Thomas.....						
SIX months ending September 30.		Pernambuco.....	1	Peru.....						

[illegible]

* Classes of vessels entered: 18 steamers, 6 brigs, 5 schooners, 1 ship. Cleared: 18 steamers, 7 brigs, 5 schooners, 1 ship. Aggregate tonnage, 28,692.20 tons.
 * Classes of vessels entered: 15 schooners. Cleared: 16 schooners. Aggregate tonnage, 2,492.95 tons.
 * Classes of vessels entered: 50 schooners, 24 steamships, 3 steamers, 1 brig, 1 United States Navy steamer. Cleared: 52 schooners, 24 steamships, 1 brig, 1 United States Navy steamer. Aggregate tonnage, 58,982.61 tons.
 * Classes of vessels entered: 24 steamships, 2 ships, 4 barka, 11 brigs, 8 schooners. Cleared: 24 steamships, 2 ships, 4 barka, 11 brigs, 7 schooners. Aggregate tonnage, 53,661.41 tons.
 * Classes of vessels entered: 4 schooners, 3 brigs. Aggregate tonnage, 933 tons.

Navigation and commerce of the United States with Brazil for the year 1870—Continued.

PORTS.	VESSELS.			CARGOES.					
	ENTERED.		CLEARED.	INWARD.		OUTWARD.			
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.
RIO DE JANEIRO. Year ending September 30.*	15	New York.....	18	Callao.....	4	1,622 pieces rails and sundries	\$83,000 00	360,060 bags coffee	\$5,769,931 00
	37	Baltimore.....	5	California.....	11	20,787 barrels flour, 938,370 feet of lumber.	352,962 00	Ballast.....	.....
	19	Cardiff.....	2	Bahia.....	22	56,901 barrels flour and sundries.	643,023 00	Cargo not landed.....	.....
	1	Bangor.....	1	Singapore.....	25	39,656 tons coal.....	352,560 00	Railroad iron.....	Unknown.
	1	Darien.....	41	Baltimore.....	7	1,276,296 feet of lumber.....	44,500 00	Old iron, 125 tons.....	2,290 00
	3	Newcastle.....	18	New York.....	10	Ballast.....	.....	Rosewood, 638 logs.....	16,617 00
	2	Liverpool.....	1	Batavia.....	3	Locomotives.....	90,000 00	Unknown.....	.....
	1	New Orleans.....	1	Galveston.....	3	951 bales hay, and sundries.....	37,100 00	.....	.....
	4	Buenos Ayres.....	1	Gibraltar.....	3	1,200 tons ice.....	7,400 00	.....	.....
	5	Montevideo.....	1	Bombay.....	6	Cargo not landed.....	.....	.....	.....
	1	Bahia.....	1	Phoenix Island.....	1	Unknown.....	.....	.....	.....
	1	Savannah.....	2	Montevideo.....	12	36,067 barrels flour, 445,375 feet of lumber, and sundries.....	370,595 00	.....	.....
	2	Boston.....	1	Havana.....	1	Sundries.....	25,000 00	.....	.....
	2	Brunswick.....	6	New Orleans.....	1	Wines, salt, &c.....	75,000 00	.....	.....
	2	Newport.....	1	Mobile.....	4	3,000 barrels flour, 6,451 cases acetous oil.....	84,600 00	.....	.....
	1	Cadiz.....	1	Rio Grande.....	.....	.....	.....	.....	.....
	1	Pernambuco.....	1	Philadelphia.....	.....	.....	.....	.....	.....
	2	Philadelphia.....	1	Buenos Ayres.....	.....	.....	.....	.....	.....
	2	Richmond.....	1	Rosario.....	.....	.....	.....	.....	.....
	1	Fernandina.....	1	West Indies.....	.....	.....	.....	.....	.....
	1	Wilmington.....	1	Cowes.....	.....	.....	.....	.....	.....
	1	Milbridge.....	1	United States.....	.....	.....	.....	.....	.....
	1	Hamburg.....	.....	.....	.....	.....	.....	.....	.....
	1	London.....	.....	.....	.....	.....	.....	.....	.....
	1	St. Helena.....
	1	Marsettes.....
	1	Shields.....
	1	Put back.....
	111	107	101	2,165,900 00	5,788,658 00

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ST. CATHARINE'S.									
Year ending September 30.†		New Bedford	Montevideo	Rio de Janeiro	Montevideo	4,143 barrels sperm oil		4,143 barrels sperm oil	
		8	9	1	1				
		1	1	Pacific	Pacific	4	4	Ballast	4
		4	11	Cruise	Cruise				
		15	15			15	15		15

* Classes of vessels entered: 13 steamers, 30 ships, 41 barks, 21 brigs, 7 schooners. Cleared: 12 steamers, 29 ships, 41 barks, 19 brigs, 6 schooners. Aggregate tonnage 82,942 tons.

† Classes of vessels entered: 1 steamer, 1 steam-tug, 3 ships, 9 barks, 1 frigate. Cleared: 1 steamer, 1 steam-tug, 3 ships, 9 barks, 1 frigate. Aggregate tonnage, 4,817 tons.

CHILI.

Navigation and commerce of the United States with Chili for the year 1870.

PORT.	VESSELS.				CARGOES.				
	ENTERED.		CLEARED.		INWARD.		OUTWARD.		
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	Description.	Value.
TALCAHUANO. Nine months ending Sep- tember 30. *	14	New Bedford...	19	Cruise	1	Salt.....	†	Same as inward cargo	†
	1	Nantucket	7	New Bedford	22	Oil.....	†	Oil.....	†
	1	Westport	1	New London	1	Ballast	†	Ballast	†
	1	Tome	1	Nantucket	1	Assorted cargo	†		
	12	Cruise	1	Corrouell					
	1	San Francisco	1	Arqueha, Peru					
	1	Boston	1	Valparaiso					
	31		31		31		†		†

* Classes of vessels entered : 3 ships, 27 barks, 1 schooner. Cleared : 3 ships, 27 barks, 1 schooner. Aggregate tonnage entered, 8,258 tons. † Value not known.

CHINA—TREATY PORTS.

Statement showing the value of exports from United States consular districts in China to the United States.

Consular district.	Period.	Value.
Amoy.....	Half year ending June 30, 1870.....	\$153,306 97
Canton.....	Half year ending June 30, 1870.....	285,049 34
Chefoo.....	Nine months ending June 30, 1870.....	90,791 89
Foochow.....	Year ending September 30, 1870.....	2,215,218 24
Hong-Kong.....	Nine months ending September 30, 1870.....	1,670,490 22
Shanghai.....	Year ending September 30, 1870.....	Tls. 7,652,323 02

CHINKIANG.

OCTOBER 17, 1870. (Received December 29.)

The statistics for the year under review show that there is every prospect of Chiukiang again becoming as large and important a center of trade as it was prior to its destruction by the Taiping rebels in 1860.

For a comparative statement of the quantity of the principal articles imported into Chinkiang for the years ending June 30, 1867-'68-'69-'70, I respectfully refer you to inclosure A, herewith.

The number of arrivals of American vessels during the year was 368, with an aggregate tonnage of 523,887 tons. The number of departures for the same time was 368.

The arrivals and departures for the year exceeded those of the previous year by 82, and the increase of tonnage over that of 1869 was 52,042 tons.

While the English shipping has remained about the same since 1865, the American shipping has steadily increased, so that at present the immense traffic of the Yang-tsze is carried almost entirely on American steamers.

During the year the steamer Hupeh was transferred from the English to the American flag, making eight American and two English steamers running regularly between this port and Shanghai and Hankow.

The restoration of tranquillity in the interior and the extension of the transit system, by which means foreign goods are sent inland on payment of 2½ per cent., instead of from 10 per cent. to 20 per cent., the amount usually *squeezed* from the Chinese merchants by the officers of the native customs, has caused a demand for foreign goods at this port unparalleled by any of the out ports in China since 1865.

The foreign import trade at this port has increased during the year something over \$2,000,000 in excess of the year 1869.

The demand for foreign cotton and woolen piece goods, chiefly American drillings and gray shirtings, has steadily increased throughout the year. The statement in my annual report last year that this branch of trade was likely to greatly increase, has been fully verified.

The gross amount of piece goods imported into Chiukiang during the year was 781,381 pieces against 476,480 pieces in the previous year, showing an increase in favor of 1870 of 304,900 pieces.

A large portion of the gray shirtings and American drills were formerly distributed among, and consequently by, the different towns and

cities in this province, (Kiang-Su.) Latterly, however, they have found a better market in Honan and Shan-Tung. These provinces have been allured by the cheap and ready means of transportation to draw their supplies of foreign goods from Chinkiang, and the number of towns and cities supplied from this port rose during the year from 62 to 226 in number.

The importation of opium during the year amounted to 6,072 piculs. Chinkiang (excluding Shanghai) now ranks as the first importer of the drug in China. I am informed that stringent measures have been adopted in the province of Szechuen to prevent the cultivation of the native poppy. It seems probable, therefore, that the India opium will finally supplant the native drug. The importation of opium has been strenuously opposed by the Chinese authorities from the earliest times, and the pernicious effects of opium-smoking have formed the subject of innumerable homilies from public and private individuals for many years. I hope I may be pardoned for saying in this connection that the importation of opium into China is productive of a vast deal more of suffering, misery, and vice than is generally supposed. If it were consumed merely by the wealthier class, who can afford the "luxury," its effects might not be so pernicious, but *the consumers* of opium in China are the poor laboring class. The poor Chinaman seeks comfort in his opium pipe. I have known a coolie, with a wife and family entirely dependent upon him for support, to pawn his coat in the middle of winter in order to procure cash enough to supply his opium pipe for one night. Boatmen frequently pawn their anchors and sails for the same purpose. It is needless for me to say that the victim of the opium pipe is unfitted for all the practical duties of life. It is a sad commentary upon the boasted civilization of England that her merchantmen are daily enriching themselves by the misfortune of a people too weak to resent an insult and too depraved to abstain from vice.

Next in importance, after piece goods and opium, come foreign sugars, a branch of trade likely to become of great magnitude. A few years ago native sugar had the preference in this market, the amount imported in 1866 being about five times as large as the import of foreign sugar. Year by year the demand for foreign sugars has increased, while the demand for the native article has proportionately decreased. The gross amount of foreign sugar imported during the year was 118,001 piculs, against 80,000 piculs of the native manufacture. It has been truly remarked that sugar and piece goods have been the pioneers of trade in China.

The growing demand for the different necessities of life will very soon call for direct shipments to this port, as, with the present high rates of transshipment from Shanghai, the merchants have but a small margin left for profit.

The numerous "josses" and local deities in the district of this consulate have been propitiated by the offering of 17,853 piculs of burnt sandal-wood during the year. This has been imported at a cost of about \$100,000, Mexican currency, in addition to which the pious worshippers of Confucius and Buddha were compelled to pay into the imperial coffers 26 per cent. before their joss sticks were permitted to be placed upon the sacred altar.

The importation of metals is becoming of more importance every year. The quantity imported during the year was 19,500 piculs. Most of the metals imported so far consist of old iron scraps, pieces of broken machinery, bars, plates, bolts, &c., from ships, and many a well-worn and rusty-looking piece of machinery from New York may be seen voyaging

on its way to the heart of China, to be wrought into pruning-hooks and hoes by some "celestial" disciple of Vulcan.

According to the returns of the commissioner of customs, the imports received at this port are distributed over an area extending from the 31st to the 37th degrees of north latitude, and from the 113th to the 121st degrees of east longitude, embracing nearly the whole of the provinces of Anhui, Honan, and also a fair portion of Shàn-Tung and Kiang-Su, and that part of the province of Kiang-Su which lies immediately south of the Yellow River, and extending along the sea-coast to the north bank of the Yangtse-Kiang. It will be seen, therefore, by a reference to the map of China, that Chinkiang is the entrepôt to a great and increasing inland trade to the fairest, wealthiest, and most populous districts of the celestial empire.

From here to all the principal towns and cities in Anhui and Honan there are five canals, navigable during the greater part of the year for cargo junks of considerable size. When the communication is broken at any time, the goods are conveyed overland on wheelbarrows and on pack-mules. Though the demand for foreign manufactures is, of course, growing, as the Chinese become better acquainted with our wares, the astonishing consumption of foreign piece goods, sugars, &c., is due, it appears to me, mainly to the facilities afforded by the extension of the transit system.

As soon as the Chinese merchant is assured that his goods are freed from the heavy taxation of the native custom-houses, while in transit to their destination, by the payment of the fixed and lighter tariff rate at the place of purchase, he is not slow to avail himself of the advantage. Under the system fixed by the English treaty, of paying $2\frac{1}{2}$ per cent., and no more, upon all foreign goods sent inland under a transit pass, the merchants in the interior, who had formerly been obliged to purchase from the native guilds, were induced by the facilities the present system of transit affords to try the effect of direct trade with their native places by repairing directly to the open ports to make their own purchases. The transit system, moreover, enables the small trader and capitalist to do business on equal terms; whereas, under the native method of paying at all the Chinese barriers, the former were driven from the field by the wealthy guilds, who subsidized the barriers, thus placing the small country dealer at a great disadvantage. It will thus be seen that the obstructions and impediments under which trade labored in China are gradually disappearing by the extension of the transit system, and a direct trade with the interior of China is being firmly established, greatly to the profit alike of the open ports and of the native merchants and consumers in the interior.

The exports for the year were small. Chinkiang, however, in its palmiest days could not have been noted for its export trade. Its chief importance was, doubtless, as it now is, as an entrepôt on the highway to the great consuming districts in the interior. Yet no port in China, except those which are outlets for tea, can boast at present of the elements of a more valuable export trade than Chinkiang.

During the year the attention of the Chinese in the immediate district of this consulate has been directed to the cultivation of the mulberry tree, and over 100,000 trees were planted. Silk-worms' eggs will be issued gratuitously by the Chinese authorities as soon as the trees are old enough to be stripped of their leaves. The mildness of the climate and the peculiar adaptation of the soil to the growth of the mulberry and the rearing of silk worms, renders it highly probable that this branch of trade will greatly increase in a short time.

The contemplated dredging of the Grand Canal, by foreign appliances, is a work likely to prove a great boon to this port. For many years the canal has been unnavigable during the winter for cargo junks and passenger boats of heavy draught, the inconvenience of which is very severely felt as traffic increases. The introduction of steam dredges into the interior will doubtless afford an instructive lesson to the superstitious and ignorant populace, and it is to be hoped will convince the old fogies that the disturbing influences to *Fung-Shuey*—supposed to be caused by the introduction of foreign innovations—is purely chimerical.

During the months of June, July, and August last, the cities of Chinkiang, Yangchow, and Nanking, and the whole of the country embraced in the district of this consulate, were seriously disturbed by the rumored frequency of kidnapping cases, and, in the mystery which surrounded the whole matter, accusations, foolish in their nature, but grave in their possible consequences, were made by the Chinese against the foreign residents, especially the French missionaries. A brief account of these disturbances, together with a part of my correspondence with the Tao-tai of Chinkiang on the subject, were forwarded to you with my dispatches Nos. 24 and 25.

I am happy to state that the good sense and energy with which the difficulty was met by the Tao-tai prevented any serious outbreak, and I am gratified to know that my own action, pending the difficulty, has received the entire approval of the United States minister to China, at Peking. With the exception of the kidnapping disturbances, I have had nothing to interrupt harmonious intercourse with the Chinese officials. They have uniformly treated me with courtesy, and my relations with them, and also with the officials of other nationalities resident here, have been most agreeable and happy.

The year just closed has been one of remarkable prosperity, both to the Chinese and foreign residents in the district of this consulate. No deaths or births of American citizens occurred at the port during the year.

Comparative statement showing the quantity of the principal articles imported into Chinkiang during the years ending June 30, 1867, 1868, 1869, and 1870.

Description of goods.	Quantity.	Quantity.	Quantity.	Quantity.
	1867.	1868.	1869.	1870.
Cotton goods.....pieces..	40,936	144,594	447,510	739,147
Woolen goods.....do.....	8,354	14,646	28,970	42,233
Opium—Malwa.....piculs..	4,368	4,954	5,179	5,866
Patna.....do.....	143	78	88	202
Benares.....do.....	26	7	3	2
Persian.....do.....		10		2
Nail rod iron.....do.....	5,439	4,495	16,357	19,500
Black pepper.....do.....	259	379	1,120	1,732
Sandal-wood.....do.....	5,414	11,059	17,301	17,853
Sapan-wood.....do.....	404	1,318	3,890	14,480
Sugar, foreign.....do.....	13,952	33,085	60,893	118,001
Fungus.....do.....	455	416	1,114	1,031
Hemp.....do.....	8,285	3,421	8,565	6,571
Pea oil.....do.....	29,454	19,130	4,734	1,108
Wood oil.....do.....	77,327	79,181	101,347	89,219
Foreign paper.....do.....	964	1,020	1,011	950
Tallow, vegetable.....do.....	16,702	16,375	22,308	14,619
Tobacco, leaf.....do.....	4,076	2,221	1,987	2,344
Tobacco, prepared.....do.....	4,507	3,320	1,957	1,218

ELI T. SHEPHERD.

FOOCHOW.

Table showing the number and tonnage of vessels arrived at the port of Foochow during the year ending September 30, 1869.

Period.	Number of vessels.	Aggregate tonnage.
Quarter ending December 31, 1868.....	96	43, 662
Quarter ending March 31, 1869.....	80	36, 613
Quarter ending June 30, 1869.....	111	52, 126
Quarter ending September 30, 1869.....	160	71, 191
Total.....	447	203, 592

Total number of vessels arriving under the American flag 25, with an aggregate tonnage of 12,684 tons, 5 of which have cleared for the United States; the balance are engaged in the coast trade.

PRINCIPAL EXPORTS.

Description of articles.	Quarter ending December 31, 1868.	Quarter ending March 31, 1869.	Quarter ending June 30, 1869.	Quarter ending September 30, 1869.
Tea.....piculs..	106, 183	60, 906	25, 796	328, 801
Paper.....do.....	23, 391	20, 013	24, 403	23, 738
Rice.....do.....	406		22, 000	
Preserves.....do.....	683		375	
Fruits.....do.....	10, 102	459		2, 142
Bamboo shoots.....do.....	8, 567	1, 493		17, 910
Timber.....do.....	113, 184	108, 710	161, 895	241, 898
Tobacco.....do.....				17
Sundries.....do.....				2, 567

PRINCIPAL IMPORTS.

Description of articles.	Quarter ending December 31, 1868.	Quarter ending March 31, 1869.	Quarter ending June 30, 1869.	Quarter ending September 30, 1869.
Opium.....pounds..	144, 320	216, 320	163, 680	211, 200
Bean cake.....piculs..	39, 206	8, 233	9, 546	20, 698
Coal.....do.....	8, 036			59, 000
Cotton piece goods.....pieces..	36, 988	42, 451	75, 529	41, 302
Woolen piece goods.....do.....	10, 312	3, 484	1, 903	3, 986
Iron.....piculs..	1, 056	1, 403	2, 183	2, 904
Lead.....do.....	12, 582	9, 142	3, 932	21, 063
Tin.....do.....			3, 702	456
Peas and beans.....do.....	19, 750	20, 431	14, 478	33, 810
Sugar.....do.....	1, 084	183		532
Wheat.....do.....	7, 639	18, 487	238	
Naukeen.....do.....		776	350	934
Tobacco.....do.....	2, 576	1, 217	1, 033	2, 061
Copper.....do.....				101
Woolen blankets.....pairs..				317
Window glass.....boxes..				590
Tea mats.....pieces..				631, 550
Sundries.....piculs..				25, 773

I am unable to give the value of imports or exports, except that of exports to the United States, which is \$1,824,415 76; treasure imported, \$6,111,451; treasure exported, \$280,686.

COMMERCIAL RELATIONS.

Navigation and commerce of the United States with the treaty ports of China for the year 1870.

PORTS.	VESSELS.				CARGOES.				
	ENTERED.		CLEARED.		INWARD.		OUTWARD.		
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	Description.	Value.
AMOI.	5	Hong-Kong	2	Shanghai	12	General cargoes	\$149,406 00	Sugar	\$98,885 00
	5	Shanghai	4	Hong-Kong	3	Ballast	81,883 00	General cargoes	133,067 00
	1	Nagasaki	2	Manila via Hong-Kong	3	Cotton and opium		Tea	110,197 35
	4	Manila	2	Tamsui	1	Tea (for re-export)	20,180 00	General and treasure	98,451 00
	2	Tamsui	1	New York				Opium (re-export)	12,000 00
	1	Singapore	5	Manila					
	1	Kanagawa	1	Takao					
	19		17		19		251,468 00		313,630 35
CANTON.	8	Hong-Kong	1	Macao, thence to Valparaiso	1	104 tons tea for reshipment	Not given.	Matting, tea, cassia, and sundries	63,849 81
			1	Hong-Kong, thence to Valparaiso	2	Cargoes not reported	Not given.	Raw silk, cassia, tea, straw hats, &c.	114,633 13
			1	New York	5	Ballast		Merchandise, matting, china-ware, &c.	39,541 73
			1	New York via Hong-Kong				Called for repairs	
			1	New Orleans via Hong-Kong				This vessel cleared for Hamburg via Macao, therefore no invoices were certified at this consulate.	
		1	Hong-Kong						
	8		6		8				218,024 67
CHEFOO.	61	Shanghai	59	Shanghai	81	General cargoes	1,871,618 00	General cargoes	1,830,510 00
	59	Tientsin	59	Tientsin	1	Medicine, 103 bales	1,000 00	Paper, 60 cases	500 00
	3	Newchwang	3	Newchwang	3	Sycee and opium	12,000 00	Sycee	6,000 00
	2	Swatow	4	Swatow	1	Silk-worm eggs	300 00	Seaweed, 66,863 bundles	2,800 00

Navigation and commerce of the United States with the treaty ports of China for the year 1870—Continued.

PORTS.	VESSELS.			CARGOES.					
	ENTERED.		Cleared.	INWARD.		OUTWARD.			
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	Description.	Value.	
HONG-KONG. Year ending September 30.*	29	Shanghai	25	Yokohama	99	General merchandise	Unknown	General merchandise	Unknown
	22	Yokohama	23	Manila	1	Tea	do	Coal	do
	17	San Francisco	8	San Francisco	1	Timber and paper	do	Rice	do
	10	Tamsui	10	Saigon	4	Flour	do	Sperm oil	do
	1	Foochow	36	Shanghai	24	Wheat and flour	do	Ballast	do
	11	Amoy	17	Whampao	1	Coal	do		
	9	Newcastle	3	Bangkok	1	Copper	do		
	5	Whampao	3	New York	1	Oil	do		
	10	Manila	1	Chefoo	7	Coal and general merchandise	do		
	1	England	1	Honolulu	1	Rice	do		
	2	Maulmain	1	Cape St. James	1	Peas and beans	do		
	5	Cardiff	11	Amoy	1	Ice	do		
	1	Saigon	1	Saigon	2	Flour and lumber	do		
	8	New York	1	Iloilo	1	Timber	do		
	1	Newchwang	2	Macao	1	Lumber	do		
	3	Liverpool	9	Portland	16	Ballast	do		
	1	Kocha	1	Ternate	1				
	1	Betou	1	Valparaiso	1				
	2	Higo	1	Foochow	1				
	6	Singapore	2	Zebu	1				
	4	Bangkok	1	Newchwang	1				
	1	Melbourne	1	Angier	1				
	2	Macao							
	1	Rio de Janeiro							
	1	Chili							
	1	Portland							
	2	Sydney							
	1	Hamburg							
2	Hong-Kong†								
183			150		163		150		
NEWCHWANG. Year ending September 30.*	3	Yokohama	1	Tientsin	1	Miscellaneous merchandise		30,500 bean-cakes	\$21,416 00

[illegible]

* Classes of vessels entered: 78 steamships, 47 ships, 34 barks, 2 brigs, 2 yachts. Cleared: 76 steamships, 39 ships, 32 barks, 2 brigs, 1 yacht. Aggregate tonnage entered, 184,493 tons.
† Bought in port.
‡ Classes of vessels entered: 2 steamers, 4 schooners, 8 barks, 3 brigs, 1 not specified. Cleared: 3 steamers, 3 schooners, 7 barks, 3 brigs. Aggregate tonnage entered, 6,646 tons.
§ Classes of vessels entered: 223 steamers, 1 ship, 4 barks, 7 luggers. Cleared: 223 steamers, 1 ship, 4 barks, 7 luggers. Aggregate tonnage entered, 292,729 tons.

Navigation and commerce of the United States with the treaty ports of China for the year 1870—Continued.

PORTS.	VESSELS.				CARGOES.			
	ENTERED.		CLEARED.		INWARD.		OUTWARD.	
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.
SWATOW. Year ending September 30.	5	Chefoo.....	1	Chefoo.....	3	44,000 bean-cakes.....	\$45,500 00	1
	2	Newchwang....	7	Shanghai.....	1	1,500 bean-cakes, 298 bags vermicelli, 204 bags beans, 1 bag pongee, 1 bag medicine, 1 bag vermicelli, 151 pags bean-cakes, 151 pags medicine, 1 bag vermicelli, 140 tons coal.	4,398 00	1
	1	Singapore.....	2	Singapore.....	1	4,350 jars salt cabbage, 460 bags paper, 172 bags sugar, 1,100 bags sundries	24,800 00	1
	2	Shanghai.....	1	Salgon.....	1	of crockery, 22 bundles cutch.	13,000 00	1
			1	Tientsin.....	1	4,257 bags sugar, 3,300 crates of crockery, 22 bundles cutch.	18,000 00	4
			1		1	Sugar, tobacco, medicines, and sundries.	18,000 00	1
			1		1	2,143 bags sugar, 9,391 pags paper, 27 pags sundries.	18,000 00	1
			1		1	476 bags sugar, 100 bags potato flour, 310 pags tobacco, 33 pags sundries.	39,000 00	1
			1		1	619 pags umbrellas, 1,737 bags fruits and vegetables, 300 tubs varnish, 282 pags sundries.	10,750 00	1
			1		1	Ballast.....		1
	10		12		10		141,608 00	12
								394,660 00

Navigation and commerce of the United States with the treaty ports of China for the year 1870—Continued.

PORTS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	Description.	Value.	
SHANGHAI. Year ending September 30.—Continued.					6	Sugar, nail-rod, iron, oranges, coke, orange peel.	Totals 19,090	1	Rice, cotton, agar-agar, copper wire, nankcena.	Totals 79,000
					1	Sugar-cane, fire-wood, rice	7,000	1	Opium, silk piece goods	29,142
					1	Bricks, tiles, lung-ngans	17,000	1	American drills, camlets, lastings.	127,000
					67	Ballast.		1	Seaweed, sugar, lasters.	17,000
								1	Isinglass, medicine, camlets.	25,012
								1	Satin shoes, gray shirtings	27,000
								1	Seaweed, tin, sugar	3,500
								1	Gray shirtings and lasters	151,010
								1	Lastings, camlets, dried fish	3,000
								1	Gauze, rabbit skins, tea seed, shirtings, coal.	9,900
								1	Sugar, camlets, betel-nuts	32,010
								1	American jeans, rice, opium, chinizes.	37,001
								6	Sapan-wood, sandal-wood, split rattans.	12,732
								3	Silk goods, shirtings, coats	49,175
								2	Opium, rice, piece goods	27,051
								1	Isinglass, bams, piece goods	750,000
								2	Cotton, brocades, opium	110,312
								1	Ginger, Spanish stripes, lastings.	75,300
								1	Seaweed, opium, treasure	72,980
								1	Rope, sugar, cloth, stores	5,000
								2	Fire-wood, coal, stores	9,175
								1	Long ella, lasters, drills	19,000
								1	Brassware, tobacco, coal	88,417
								3	Seaweed, lasters, stores	21,600
								2	Long ella, drills, opium	150,012
								1	Tea and sundries	170,000
								14	Ballast.	

	609	608	607	606	605	Optum, iron, muscles, drills..	84, 000
TAMBU.							
Quarter ending Decem- ber 31, 1889†	2	Shanghai New York	Sundries Ballast		87, 983, 350	Coal, &c. Tea	\$10, 000 00 50, 000 00
	2	2	2				60, 000 00

*Classes of vessels entered: 515 steamers, 9 ships, 16 barkes, 7 brigs, 1 schooner, 53 boats, 1 sloop. Cleared: 515 steamers, 11 ships, 20 barkes, 9 brigs, 1 schooner, 50 boats; 2 sold.
 †Aggregate tonnage entered, 702,863 tons.
 ‡The value of a tael is \$1.48.
 §Classes of vessels entered: 2 barkes. Cleared: 2 barkes. Aggregate tonnage entered, 678 tons.

UNITED STATES OF COLOMBIA.

Navigation and commerce of the United States with the United States of Colombia for the year 1870.

PORTS.	VESSELS.			CARGOES.						
	ENTERED.		CLEARED.	INWARD.		OUTWARD.				
	No. of Vessels.	Where from.	No. of Vessels. Where for.	No. of Vessels.	Description.	Value.				
ASPENWALL. Six months ending Sep- tember 30.*	18	New York	18	New York	23	Merchandises and produce.	\$1,850,226 92	90	General merchandise, pro- duce, &c.	\$4,731,161 92
	3	San Andreas	4	San Andreas	4	Coal		9	Ballast.	
	1	England	1	Greytown and England.	2	Produce and Columbian malla.		2	Produce and Columbian malla.	
	3	Boston	2	Cuba	3	Ice, &c.		1	Coal	
	2	Boco del Toro	1	Port au Prince and New York.	1	Ballast.				
	2	Baltimore	1	Carthagena						
	1	Newark	1	Mobile						
	1	Bluefields	1	Pensacola						
	1	Coastwise	1	Havana						
	1	Perth Amboy	2	Mexico						
	33		35	Seeking a port	33		1,850,226 92	32		4,731,161 92
CARTHAGENA. Two quarters ending March 31 and Septem- ber 30.†	2	New York	2	New York	3	Provisions and assorted cargoes.	Not given.	1	India-rubber, hides, fus- tic, &c.	24,197 55
	1	Philadelphia	1	Apinwall	1	Machinery (dyeing machine)	90,000 00	1	India-rubber 44,829 lbs.	11,063 68
	1	Baltimore	1	Cienfuegos	1	Cross-ties and ballast.		1	Coffee, 3,950 lbs.	3,317 00
	2	Sananilla	1	Coast	2	Not reported.			Balsam tolu, 9,006 lbs.	8,581 70
	1	Curaçao							Hides, 3,964.	3,379 00
									Sundries	342 72
									Not reported.	
	7		5		7		90,000 00	5		47,831 86

PANAMA.

Year ending September 30.

22	San Francisco...	23	San Francisco...	12	Before reported	Unknown	45	General merchandise, passengers, treasure, &c.	Unknown.
23	Central America...	25	Central America...	1	Treasure and merchandise.	do	6	Specie and merchandise.	do
1	New York	3	Callao	1	Coal	do	5	Ballast and whaling craft.	do
5	Whaling	6	Whaling	5	Whale oil	do	4	Ballast and whaling craft.	do
1	Punta Arenas	1	Coasting	2	Ballast	do	1	Same as inward and whaling craft.	do
1	Disabled	3	Buenaventura	35	Passengers, merchandise, treasure, &c.	do			do
3	Buenaventura			1	Same as outward	do			do
1	Callao					do			do
1	Pearl Islands			3	Ivory balls, &c.	Unknown			Unknown.
				1	Pearl shells	do			do
58		61		61			61		

* Classes of vessels entered: 14 steamships, 6 barks, 4 brigs, 9 schooners. Cleared: 14 steamships, 6 barks, 5 brigs, 9 schooners. 1, class not reported. Aggregate tonnage, 46,473.37 tons.

† Classes of vessels entered: 3 American barks, 3 American schooners, 1 brig, 3 British schooners. Cleared: 3 American barks, 3 American schooners, 1 British schooner. Aggregate tonnage entered, 1,175 tons American.

‡ Classes of vessels entered: 47 steamships, 1 ship, 3 barks, 2 brigs, 5 schooners. Cleared: 49 steamships, 2 ships, 3 barks, 2 brigs, 5 schooners. Aggregate tonnage, 105,155 tons.

DENMARK.

Navigation and commerce of the United States with Denmark for the year 1870.

PORTS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.
COPENHAGEN. 9 months ending Sep- tember 30. *	2	New York	1	Copenhagen	1	No cargo shipped		1	No cargo shipped	
	1	Swinemünde	1	New York	1	Tobacco, 104 boxes	\$297 37	3	Rags, 323 bales	\$11,089 43
	2	Havana	1	Swinemünde	2	Sugar, 5,706 boxes	26,924 11	1	Cherry cordial, 4 boxes, 1 case	419 00
	1	Stockholm	1	Boston	1	Iron, 640 tons		1	Iron, 640 tons, after finished report.	
	1	Philadelphia	2	Gottenborg	1	Petroleum, 3,140 barrels		1	Brought same cargo to be transported by rail.	
ELMHORR. 6 months ending De- cember 31, 1869, and September 30, 1870.†	7		7	Newport	1	Not stated		7		11,508 43
	2	Cronstadt	1	Wiasoch	8	Not reported		8	Not reported	
	1	Söderhamn	1	Melbourne						
	4	New York	1	Cronstadt						
	1	Philadelphia	1	Stettin						
			1	New York						
	8		8		8			8		

* Classes of vessels entered and cleared: 3 steamers, 1 brigantine, and 3 barks. Aggregate tonnage, 10,024.

† Classes of vessels entered and cleared: 2 ships, 4 barks, and 2 brigs. Aggregate tonnage, 4,102.

DANISH DEPENDENCIES.

Navigation and commerce of the United States with the Danish Dependencies for the year 1870.

PORTS.	VESSELS.			CARGOES.			OUTWARD.		
	ENTERED.		CLEARED.	INWARD.		Value.	Description.	Value.	Description.
	No. of Vessels.	Where from.		No. of Vessels.	Where for.				
CHRISTIANSTADT. (Santa Cruz.) Year ending September 30.*	1	Norfolk.....	5	Frederickstadt..	1	Coopersage and flour.....	4	Part of inward for Frederickstad.	.....
	4	New Haven.....	2	Porto Rico.....	3	Meal, flour, provisions, and cooperage.	1	An invoice for P. R. from U. S., quarterly.	Unknown.
	6	New York.....	5	New Haven.....	1	Corn meal and flour.....	5	Sugar, molasses, and rum...	\$63,718 68
	1	Wilmington.....	5	New York.....	3	Estate supplies.....	2	Molasses and rum.....	15,495 64
	1	St. Kitt's.....	.....	.....	2	Lumber.....	1	Old metal.....	150 73
	1	Bangor.....	.....	.....	4	General cargo.....	1	Sugar and bay rum.....	3,119 87
	1	Machias.....	.....	.....	2	Meal, flour, and provisions..	2	Ballast.....	639 29
	1	Antigua.....	.....	.....	1	In Frederickstadt returns..	1	Rum.....	.....
	2	Frederickstadt..	.....	.....	.....	.....	.....	.....	.....
	18	.....	17	.....	.....	152,148 89	17	.....	83,144 21
FREDERICKSTADT. (Santa Cruz.) Year ending September 30.†	9	Christianstadt..	2	Ponce, P. R.....	2	Ballast.....	1	Hides and skins.....	233 64
	10	New York.....	1	Rum Quay.....	1	White pine lumber.....	1	Sugar, rum, molasses, and salt.	20,996 45
	1	St. Thomas.....	1	St. John's.....	11	General cargo.....	1	Ballast, and 1 barrel of rum.	548 09
	1	Demerara.....	2	St. Thomas.....	9	Part of cargo from Christianstad.	1	Molasses, sugar, rum, and bay rum.	18,115 50
	1	Bangor.....	11	New York.....	.....	.....	3	Sugar, rum and molasses...	49,381 22
	1	Ponce.....	1	Christianstadt..	.....	.....	2	Part inward cargo.....	29,356 54
	.....	.....	1	Bonaire.....	.....	.....	1	Sugar, molasses, rum, and bay water.	.....
	.....	.....	1	Turk's Island...	.....	.....	.....	.....	.....

*Classes of vessels entered: 10 brigs, 5 barks, 3 schooners. Cleared: 10 brigs, 5 barks, 2 schooners. Aggregate tonnage, 3,069.

†Classes of vessels entered and cleared: 10 brigs, 9 barks, 4 schooners. Aggregate tonnage, 5,229.

[illegible]

*Classes of vessels entered and cleared: 10 brigs, 9 barks, 4 schooners. Aggregate tonnage, 5,239.

†Classes of vessels entered and cleared: 10 brigs, 2 barbas, 4 schooners. Aggregate tonnage, 3,339.
 ‡Classes of vessels entered: 27 steamers, 3 ships, 11 barks, 56 brigs, 85 schooners. Cleared: 27 steamers, 2 ships, 11 barks, 54 brigs, 82 schooners. Aggregate tonnage, 92,490.

ECUADOR.**GUAYAQUIL.**

Statement showing the description, quantity, and value of exports to the United States from Guayaquil, for the year ending September 30, 1870.

Kind and character of the goods or merchandise.	Quantity.	Value, in Ecuadorian currency, including cost and charges.
Pernvian bark.....pounds..	6,589	\$658 90
Bark.....do..	242,577	27,683 49
Hats.....dozens..	835	7,794 00
Cocoa.....pounds..	780,611	101,029 56
Hides.....do..	23,904	2,362 89
Rubber.....do..	260,701	70,812 21
Tobacco.....do..	3,993	1,027 76
Orchilla weed.....do..	9,544	495 87
Total		211,864 68

G. P. BRAGDON.

FIJI ISLANDS.

Navigation and commerce of foreign countries at the port of Levuka, Ovalau, Fiji Islands, during the year ending September 30, 1870.

PORT.	VESSELS.			CARGOES.			
	ENTERED.		CLEARED.	INWARD.		OUTWARD.	
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	Description.
LEVUKA, OVALAU.	101	Sydney N.S.W.	104	104	Drapery, cotton and woolen.	\$136,305 00	Sea Island cotton
	1	Melbourne.			Ironmongery and cutlery	61,380 00	Kidney (short staples)
Year ending September 30.*	2	New Zealand	104		Wines, beer, and spirits	33,785 00	Cocoa-nut oil
		San Francisco.			Groceries and provisions.	47,880 00	Tortoise shell
		Callao			Ship-chandlery	17,655 00	Beche-de-mer
					Furniture and timber	8,700 00	Coin
					Tobacco and cigars	3,040 00	Fungus
					Books and stationery	3,525 00	Kauri gum
					Drugs and medicines	3,405 00	Wool
					Cotton gins	2,000 00	Arrowroot
					Crockery and glassware.	3,550 00	Lime juice
					Fancy goods	4,360 00	Cotton-seed
					Horses and cattle	15,650 00	Cocoa-nuts.
					Sheep	5,000 00	
	104		104	104		347,325 00	
							492,400 00

NATIONALITY OF VESSELS.—British, 99; American, 3; French, 1; Russian, 1.—total, 104.

REMARKS.—The foregoing estimate of imports and exports has been arrived at from information rendered by resident merchants of this port, and is undoubtedly within the actual limits and amounts. Of imports, all are of English manufacture and derivation, with the exception of tobacco and cutlery, (axes,) those being most American. Of exports, all go to Australian and New Zealand ports en route for England and France.

* Classes of vessels entered: 8 ships, 10 barks, 4 brigs, 64 schooners, 18 cutters. Cleared: 8 ships, 10 barks, 4 brigs, 64 schooners, 18 cutters. Aggregate tonnage entered, 20,556.

FRANCE.

HAVRE.

*Statement showing the imports into Havre from ports of the United States during the year ending September 30, 1870.**

Kind and character of the merchandise or goods.	Quantity.	Kind and character of the merchandise or goods.	Quantity.
Cotton..... bales.....	346,949	Rice..... tierces.....	174
Whalebone..... packages.....	2,501	Goldsmiths' dust..... hogsheds.....	56
Potash..... barrels.....	1,716	Goldsmiths' dust..... barrels.....	172
Pearlash..... do.....	20	Goldsmiths' dust..... casks.....	270
Lard..... casks.....	230	Wheat..... sacks.....	325,465
Lard..... tierces.....	575	Wheat..... bushels.....	255,545
Petroleum oil..... barrels.....	60,603	Palm leaves..... packages.....	9,407
Naphtha..... do.....	10,852	Palm leaves..... tons.....	30
Naphtha..... casks.....	8,374	Bark, (quercitron)..... hogsheds.....	1,629
Fire-arms..... cases.....	134	Bark, (quercitron)..... sacks.....	3,578
Hams..... do.....	3	Rubber..... bales.....	203
Hams..... casks.....	51	Rubber..... cases.....	4
Hams..... barrels.....	12	Feathers..... do.....	4
Skins..... bales.....	76	Feathers..... sacks.....	2
Whisky..... casks.....	12	Maple..... logs.....	427
Whisky..... barrels.....	16	Brooms..... cases.....	85
Coffee..... sacks.....	14,435	Whale oil..... casks.....	11,387
Sarsaparilla..... bales.....	122	Whale oil..... gallons.....	38,913
Fish roes..... barrels.....	1,393	Black walnut..... logs.....	462
Fish roes..... casks.....	1,079	Cedar..... do.....	1,399
Cocoa..... sacks.....	1,240	Satin wood..... do.....	31
Copper..... casks.....	1,049	Ether..... cases.....	10
Copper..... ingots.....	50	Vanilla..... do.....	4
Salt meats..... cases.....	55	Staves..... number.....	424,608
Ship timber..... pieces.....	10,917	Yellow wood..... tons.....	241
Tobacco..... hogsheds.....	5,640	White pine..... do.....	100
Tobacco..... bales.....	99	Campeachy wood..... do.....	91
Tobacco..... cases.....	3	Sugar..... cases.....	2
Pigs' bristles..... bales.....	336	Cigars..... do.....	27
Pigs' bristles..... barrels.....	60	Beef..... barrels.....	4,967
Wax..... cases.....	140	Beef..... casks.....	26
Wax..... casks.....	244	Cotton-seed..... sacks.....	5,091
Gum..... sacks.....	192	Alcohol..... barrels.....	4
Gum..... casks.....	15	Vegetables, (preserved)..... cases.....	20
Gum..... cases.....	4	Flour..... barrels.....	61,558
Hair..... bales.....	110	Flour..... sacks.....	1,261
Dividivi..... sacks.....	1,134	Wine..... casks.....	14
Specie..... cases.....	461	Hoops..... number.....	30,000
Resin..... barrels.....	3,267	Nickel..... cases.....	2
Oars, (unwrought)..... number.....	4,341	Moss..... bales.....	27
Hides..... do.....	693	Moss..... sacks.....	2
Hides..... packages.....	1,234	Pitch pine..... pieces.....	83
Camphor..... cases.....	450	Pecans..... barrels.....	5
Rattans..... packages.....	2,726	Benzine..... do.....	10,266
Cheese..... cases.....	7	Benzine..... cases.....	200
Cassia..... sacks.....	500	Pepper..... sacks.....	150
Horns, (cattle)..... barrels.....	18,244	Spermacet..... casks.....	36
Horns, (cattle)..... pounds.....	9,000	Preserved lobsters..... cases.....	650
Molasses..... barrels.....	2	Hay..... bales.....	207
Lumber..... tons.....	350	Oats..... sacks.....	2,550
Divers merchandise..... cases.....	1,960	Bread, (pilot)..... cases.....	2,111
Mahogany..... logs.....	188	Indigo..... do.....	2
Staves, (for casks)..... packages.....	50	Vanilla beans..... cases.....	5
Hemp..... bales.....	18	Fish oil..... casks.....	50
Ebony..... logs.....	130	Pimento..... sacks.....	932
Sausage skins..... barrels.....	35	Wood, (St. Marthe)..... tons.....	50

*Compiled from quarterly returns furnished by Mr. S. L. Glasgow.

Statement showing the exports invoiced from Havre to the United States during the year ending September 30, 1870.

Kind and character of the merchandise.	Value in francs.
Drugs, ores, &c	1,351,528.90
Stationery, &c	20,196.35
Fancy goods, &c	134,866.13
Dry goods, &c	184,061.55
Wines, spirits, &c	204,117.64
Willows, &c	77,905.67
Hardware, &c	262,350.72
Mill-stones, &c	292,250.65
Leather, &c	510,546.83
Preserved fruits, &c	191,024.20
Miscellaneous goods	3,315,614.65
Total	6,544,467.29

LYONS.

NOVEMBER 30, 1870. (Received January 4, 1871.)

The subjoined statement of exports from this consular district, during the three first quarters, a. c., shows a large increase over those of the last and all preceding years; this is owing principally to the very heavy shipments since the outbreak of the war, *i. e.*, during the quarters ending September 30, the aggregate value of goods exported to our country in that period, amounts to 28,593,717.65 francs, against 20,149,507.65 francs in the same quarter of 1869; while in the nine months ending the 30th of September, 1870, the exports amounts to 57,209,708.05 francs, against 48,734,663.30 francs in 1869. Of this increase of 8,475,041.75 francs, a considerable portion may be attributed to the steadily augmenting demand of our importers; but it cannot be doubted that one-half of the sum is made up by consignments for French account.

Many manufacturers fearing that the war might infuse strength to the ever awful party of "socialists," engendering danger for their stocks and property generally, hurried their goods off beyond the frontiers of France; Switzerland, England, and the United States became the recipients of very heavy shipments, so to say, for safe-keeping.

P. J. OSTERHAUS.

Exports from this consular district to the United States during the first nine months of 1870.

Articles.	First quarter.	Second quarter.	Third quarter.	Total.	In the same period of 1869.
	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>
Raw silk	408,581.05	336,554.05	405,906.90	1,151,042.00	851,850.20
Silk and velvet piece goods	9,336,351.40	6,694,749.55	18,788,046.75	34,819,147.70	34,036,765.60
Taffeta ribbons	2,886,635.90	2,630,775.60	4,556,271.50	10,073,683.00	7,054,107.75
Velvet ribbons	1,313,476.40	996,344.00	1,958,749.05	4,268,569.45	2,094,575.75
Tulles, crapes, laces, &c	646,948.25	176,521.45	116,324.80	939,804.50	674,522.55
Shawls	195,744.20	39,849.00	341,801.45	577,394.65	601,539.10
Silk trimmings	79,276.20	7,524.90	52,163.05	138,964.15	387,855.45
Metal trimmings, church and military ornaments	44,408.45	86,695.45	125,031.45	256,135.35	213,758.15
Kid gloves	927,966.90	598,368.60	998,044.05	2,513,619.55	1,696,603.55
Silk, cotton, and other gloves	44,051.30	.....	21,570.45	65,621.75	99,812.65
Woolen goods	199,093.00	143,194.85	733,175.00	1,075,462.85	.....
Cotton goods	237,586.00	122,316.15	117,346.40	477,228.55	337,796.30
Leather and skins	22,573.30	64,463.35	213,471.80	306,508.45	32,287.90
Dye stuff	36,445.00	57,395.90	11,668.25	105,509.15	172,441.00
Metals and hardware	26,359.65	11,962.20	43,784.10	82,105.95	.....
Wines and liquors	30,483.70	35,497.45	26,222.50	94,209.65	76,761.95
Sundries	121,109.75	51,457.45	92,134.15	264,701.35	403,986.10
Total	16,562,310.45	12,053,679.95	28,593,717.65	57,209,708.05	48,734,663.30

MARSEILLES.

*Statement showing the exports to the United States from Marseilles for the nine months ending September 30, 1870.**

	Francs.		Francs.
Wine.....	869,632.43	Lavender flowers.....	13,984.86
Olive oil.....	370,984.85	Silk.....	274,536.65
Gum arabic.....	146,504.90	Vegetable hair.....	16,199.65
Essences.....	48,521.84	Verdigris.....	17,526.00
Lead.....	2,090,632.83	Olives.....	9,009.20
Drugs.....	35,789.53	Empty bottles.....	8,463.05
Soap.....	992,747.01	Gallnuts.....	5,386.75
Cream of tartar.....	281,886.08	Brimstone.....	5,888.25
Sponges.....	115,519.19	Citrons.....	12,146.95
Madder.....	846,589.00	Pictures.....	1,513.45
Almonds.....	497,278.33	Chloride of lime.....	652.65
Vermouth.....	346,248.25	Talc.....	4,869.40
Matches.....	2,089.50	Caps for bottles.....	3,523.25
Capers.....	38,386.50	Pipes.....	254.00
Divers.....	153,822.68	Rags.....	4,195.50
Corks.....	12,032.85	Crimean wool.....	937.48
Gentian root.....	35,993.51	Orange peel.....	1,340.25
Gum talk.....	29,547.75	Feuilles d' uva ursi.....	311.85
Garancine.....	274,014.86	Mineral water.....	1,340.48
Empty barrels.....	31,856.98	Stoneware.....	507.40
Marble.....	71,940.70	Linseed oil.....	3,336.70
Macaroni.....	1,878.10	Laine lavée.....	1,076.30
Sesamum oil.....	51,596.92	Papier à cigarette.....	3,391.80
Seeds.....	23,558.00	Crin végétal.....	45,156.80
Pomades.....	1,200.00	Castile soap.....	5,336.60
Licorice root.....	30,363.95	Tartaric acid.....	36,321.65
Rose water.....	1,138.45		
Walnuts.....	10,009.00		
			<u>7,888,970.88</u>

* Compiled from quarterly returns furnished by Mr. M. M. Price.

Navigation and commerce of the United States with France for the year 1870.

PORTS.	VESSELS.				CARGOES.			
	ENTERED.		CLEARED.		INWARD.		OUTWARD.	
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	Value.
BORDEAUX. Nine months ending September 30.*	4	Havre	1	Buenos Ayres ..	2	Guano	Not given.	France. 5,815,806.44
	1	Fayal	5	New Orleans	5	Ballast	Not given.	Do.
	2	Havana	3	New York	2	Sugar	do	Do.
	1	New Orleans ..	2	New York	2	Tobacco	do	Do.
	2	New York	2	Newport	2	Petroleum	do	Do.
HAVRE. Year ending September 30.†	1	Philadelphia ..	1	Philadelphia ..	1	Tobacco and staves	do	Do.
	1	Richmond	1	Richmond	1	Staves	do	Do.
	1	Callao	1	Callao	1	Staves	do	Do.
	1	Trieste	1	Trieste	1	Staves	do	Do.
	14	.....	9	.....	15	.....	.....	15,815,806.44
HAVRE. Year ending September 30.‡	31	New York	9	New Orleans	139	Vessels loaded with 113 sacks	Unknown.	Unknown.
	68	New Orleans ..	12	New York	139	coffee, 823 sacks pimento, 2	.....	Do.
	13	Savannah	1	Boston	139	bales aktia, 130 logs ebony,	.....	Do.
	1	Baltimore	69	Cardiff	139	50 sacks fish oil; 25 casks,	.....	Do.
	8	Mobile	1	Newport	139	96 barrels, and 30 half-barrels	.....	Do.
	1	Callao	1	Key West	139	salt beef; 135 barrels and 144	.....	Do.
	5	Galveston	3	Swansea	139	casks potash, 20 casks lard,	.....	Do.
	1	Saltillo River ..	3	Cadiz	139	90 tierces rice, 41 tons yellow	.....	Do.
	1	Chincha Islands	3	Bremen	139	wood, 25 bales moss, 50 tons	.....	Do.
	1	San Francisco ..	2	Port Talbot	139	St. Martha wood, 1,375 un-	.....	Do.
	1	Buenos Ayres ..	2	Shields	139	wrought iron, 14,910 pieces	.....	Do.
	1	Havana	4	Newcastle	139	oak timber, 3 barrels pecans,	.....	Do.
	1	Guanape Islands	2	Gottenborg	139	273 logs maple, 300 sacks cas-	.....	Do.
	2	Philadelphia	4	Bordeaux	139	sia, 156 casks fish roes, 10,018	.....	Do.
	1	Charleston	1	Valparaiso	139	barrels and 5,709 casks petro-	.....	Do.
	1	Calcutta	5	Mobile	139	leum oil, 1 barrel molasses, 1	.....	Do.
	1	St. Anna	1	Philadelphia	139	do, sirup, 2,680 barrels resin,	.....	Do.
	1	.....	1	.....	139	do, sirup, 2,680 barrels resin,	.....	Do.
	1	.....	1	.....	139	do, sirup, 2,680 barrels resin,	.....	Do.
	1	.....	1	.....	139	do, sirup, 2,680 barrels resin,	.....	Do.
	1	.....	1	.....	139	do, sirup, 2,680 barrels resin,	.....	Do.
	1	.....	1	.....	139	do, sirup, 2,680 barrels resin,	.....	Do.
	1	.....	1	.....	139	do, sirup, 2,680 barrels resin,	.....	Do.
	1	.....	1	.....	139	do, sirup, 2,680 barrels resin,	.....	Do.
	1	.....	1	.....	139	do, sirup, 2,680 barrels resin,	.....	Do.
	1	.....	1	.....	139	do, sirup, 2,680 barrels resin,	.....	Do.
	1	.....	1	.....	139	do, sirup, 2,680 barrels resin,	.....	Do.
	1	.....	1	.....	139	do, sirup, 2,680 barrels resin,	.....	Do.
Classes of vessels entered: 4 ships, 6 barks, 3 brigs, 1 schooner. Cleared: 3 ships, 4 barks, 2 brigs. Aggregate tonnage, 9,097,321.								
Classes of vessels entered: 73 ships, 43 barks, 11 brigs, 5 schooners, 5 steamers, 2 brigantines. Cleared: 73 ships, 42 barks, 10 brigs, 5 schooners, 5 steamers, 2 brigantines. Aggregate tonnage, 121,465.06.								

[illegible]

FRENCH DEPENDENCIES.

Navigation and commerce of the United States with the French Dependencies for the year 1870.

VESSELS.			VESSELS.			CARGOES.						
ENTERED.		Where from.	CLEARED.		Description.	INWARD.		Description.	OUTWARD.			
No. of Vessels.	No. of Vessels.		Where for.	No. of Vessels.		No. of Vessels.	Value.		Value.			
GABOON. Six months ending June 30.*			1	Montevideo	5	New York	4	Ballast	6	Ballast		
			5	Eloby	6	Eloby	3	African produce	\$107,800 00	1	Bar-wood	
			1	Bonita	1	Fernando Po.	2	African produce and provisions	18,368 40	4	African produce	
			1	Fernando Po.			1	Bar-wood	5,000 00			
			2	Cape coast.			1	Merchandise on freight				
ST. PIERRE. <i>Miquelon.</i> Quarter ending December 31, 1869.†			11		12		11			49,785 00		
			1	Nova Scotia	1	Nova Scotia	1	Cattle	500 00	2	Ballast	
			1	Prince Edward Island.	1	Prince Edward Island.	1	Produce	450 00			
			2		2		2		950 00	2		
TAHITI, SOCIETY ISL'ES. Three quarters ending December 31, 1869, June 30 and September 30, 1870.‡			11	San Francisco	9	San Francisco	7	General	1	Coal		
			1	Newcastle, N. S. W.	1	Leeward Islands	5	Assorted	42,500 00	1	Fruit	
					1	Honolulu			23,500 00	5	Assorted	
										4	General	
			13		11		12		66,000 00	11		2,100 00 3,300 00 15,900 00 9,143 00 30,343 00

* Classes of vessels entered: 2 bark, 9 schooners. Cleared: 2 bark, 10 schooners. Aggregate tonnage, 1,465 tons.

† Classes of vessels entered and cleared: 2 schooners. Aggregate tonnage, 81 tons.

‡ Classes of vessels entered: 1 ship, 2 brigantines, 4 schooners, 1 bark, 4 brigs. Cleared: 1 ship, 2 brigantines, 4 schooners, 1 bark, 3 brigs. Aggregate tonnage, 3,075.

GERMANY.

*Statement showing the value of exports from United States consular districts in Germany to the United States during the year ending September 30, 1870.**

Consular districts.	Period.	Value.
Stettin	Year ending September 30, 1870.....	reals.. 140,983 17
Sonneberg	Nine months ending September 30, 1870.....	florins.. 1,688,511 46
Nürnberg	Half year ending March 31, 1870.....	florins.. 1,771,113 70
Münich	Quarter ending September 30, 1870.....	florins.. 132,291 55
Ludwigshafen	Quarter ending December 31, 1869.....	florins.. 157,877 00
Ludwigshafen	Nine months ending September 30, 1870.....	dollars.. 147,191 35
Carlsruhe	Year ending September 30, 1870.....	florins.. 1,874,934 00
Leipzig	Quarter ending December 31, 1869.....	dollars.. 455,409 49

* Compiled from the invoice returns of consuls.

AIX-LA-CHAPELLE.

Statement of exports from Aix-la-Chapelle, in Prussia, to the United States during the year 1870.

Articles.	First quarter.	Second quarter.	Third quarter.	Fourth quarter.	Total am't.
	<i>Thalers.</i>	<i>Thalers.</i>	<i>Thalers.</i>	<i>Thalers.</i>	<i>Thalers.</i>
Woolen cloth, cassimeres, and	410,563 19 4	297,846 14 6	617,503 39 4	463,317 17 11	1,769,230 21 1
doekins	541 8 0	3,565 0 6	8,069 15 0	1,315 11 4	14,491 4 10
Woolen gloves	714 0 0	245 10 6	2,987 29 6	1,670 6 0	5,617 9 0
Woolen hocks	57,467 10 6	26,785 29 0	56,538 11 0	34,997 11 8	175,698 25 2
Kid gloves	22,881 16 6	22,003 8 9	24,057 20 3	13,912 14 0	82,954 29 6
Pins and needles	28,269 18 0	33,058 18 9	83,576 8 3	373,839 19 3	417,750 4 3
Zinc and lead	62,825 19 0	40,655 24 0	28,321 11 0	79,081 22 0	210,984 9 0
Glass	2,773 3 0	9,651 19 0	5,270 7 0	5,686 21 6	23,381 10 6
Paper	60 0 0				60 0 0
Linen cloth		104 19 0		109 25 0	914 14 0
Moselle wine		251 12 0			251 12 0
Woolen yarn		277 18 0			277 18 0
Draperies			1,165 6 0	1,975 18 2	3,140 24 2
Porcelain buttons			2,125 5 7		2,125 5 7
Velvets			702 0 0		702 0 0
Sacramental robes					
	584,907 27 4	434,425 17 0	831,317 15 11	874,829 16 10	2,725,480 17 1
Shipped by way of—					
Antwerp from Liverpool	399,371 18 1	285,701 19 0	648,070 13 4	483,261 4 9	1,816,404 25 2
Bremen	52,710 7 3	70,715 25 8	40,453 0 10	9,823 28 3	173,703 2 0
Hamburg	15,031 9 0	3,659 12 0	1,755 3 0	13,046 9 8	32,592 3 8
Antwerp	66,709 25 6	51,955 4 6	92,944 8 9	284,564 13 11	496,173 22 8
Rotterdam	3,363 6 0	13,032 22 10	28,980 24 0	70,693 1 3	115,969 24 1
Amsterdam				13,440 19 0	13,440 19 0
Havre	47,721 21 6	9,960 23 0	19,213 28 0		76,996 10 6
Total	584,907 27 4	434,425 17 0	831,317 15 11	874,829 16 10	2,725,480 17 1

JAMES PARK.

AUGSBURG.

The exports to the United States from the district of this consulate during the three quarters ending December 31, 1869, June 30 and September 30, 1870, amount to 32,223.40 florins (\$13,211 69,) consisting of—

	Florins.
Cord twine.....	1,844.41
Gold paper.....	11,953.18
Cock-saws.....	3,862.22
Gloves.....	3,069.30
Maws of calves.....	2,165.00
Silver watches.....	296.03
Medical preparations.....	504.00
Manufactures.....	781.10
Cottonware.....	5,825.45
Semi-linenware.....	240.00
Lithographic stones.....	935.11
Mathematical instruments.....	301.00
Pack-thread.....	455.40
Total	32,223.40

GUSTAVE JARECKI.

BARMEN.

Statistical statement showing the description and value of merchandise exported to the United States from the consular district of Barmen during the several quarters of the year, namely, from the 1st of October, 1866, to the 30th of September, 1870.

Description.	First quarter.				Second quarter.				Third quarter.				Fourth quarter.				Total.			
	Thalers.				Thalers.				Thalers.				Thalers.				Thalers.			
Cotton goods (braids, trimmings, galloons, &c.)	159,580	19	10		931,899	14	3		89,153	9	3		136,004	10	3		593,631	93	7	
Cotton and half-silk ribbons and hat bands	178,645	4	10		114,435	3	9		83,914	1	5		132,861	11	10		592,145	91	7	
Manufactures of wool and of cotton and wool	136,040	9	9		151,889	19	5		110,963	91	6		296,015	18	11		694,292	9	7	
Dress and piece goods of silk and half-silk estins and taffetas	118,190	2	8		138,405	93	2		63,564	10	4		70,439	0	11		390,599	6	1	
Linen goods	6,239	16	8		7,915	17	0		3,838	18	0		5,185	12	9		28,589	3	10	
Velvets and velvet ribbons	40,196	12	1		61,394	2	6		91,014	94	9		137,596	5	6		330,902	14	3	
Burtons and burzon stur	15,256	18	1		41,961	94	7		10,859	1	3		76,933	83	3		144,301	7	9	
Gloves	1,464	10	0		1,177	9	0		1,731	7	6		6,790	9	6		11,092	29	0	
Woolen cloth	73,897	19	0		270,196	99	3		913,759	4	6		351,518	4	3		903,361	27	0	
Steel, iron, and brassware, hardware and cutlery	163,345	13	4		149,783	96	7		178,159	7	4		151,796	90	5		663,094	6	8	
Plated ware, glass, and earthenware	18,319	18	10		4,918	3	9		10,460	96	7		3,319	2	6		37,117	91	8	
Guns and revolvers	7,869	97	1		13,142	94	0		7,539	16	8		.....	.....	.....		37,573	7	9	
Dyes and chemicals	30,502	4	8		94,135	95	2		35,130	5	8		46,391	20	3		136,159	25	9	
Wine	765	0	0		8,675	15	0		169	6	0		197	17	0		1,897	8	0	
Miscellaneous	4,405	3	9		8,324	18	10		8,681	20	6		17,742	15	5		38,053	98	6	
Total in Prussian thalers	986,768	29	7		1,308,449	14	8		906,643	0	8		1,414,011	15	2		4,497,873	0	1	
Shipped by way of—																				
Bremen	714,113	28	11		966,194	9	11		708,398	90	6		548,406	11	1		2,951,113	10	5	
Hamburg	106,609	11	6		139,644	14	11		113,549	7	11		19,194	36	1		366,998	0	5	
Antwerp	54,904	8	10		55,697	39	8		97,011	99	0		486,864	85	5		683,479	2	11	
Havre	12,904	5	6		14,681	81	2		1,791	17	2		13,079	37	5		43,087	11	3	
Liverpool	76,698	17	10		21,320	99	0		55,976	10	1		351,965	15	2		590,071	13	1	
Marseilles	538	17	0		.....	.....	.....		645	6	0		.....	.....	.....		1,183	23	0	
Total in Prussian thalers	986,768	29	7		1,308,449	14	8		906,643	0	8		1,414,011	15	2		4,497,873	0	1	

Statement showing the description and value of merchandise exported to the United States from the consular district of Bremen during the nine months ending June 30, 1870.

Description.	Value in Prussian thalers.
Cotton goods, braids, trimmings, galloons, &c.....	470,627 13 4
Cotton and half-silk ribbons and hat bands.....	369,264 9 5
Manufactures of wool, and cotton and wool.....	384,125 30 8
Dress and piece goods of silk, half-silk, satin, and taffetas.....	390,160 5 2
Linen goods.....	17,343 21 8
Velvets and velvet ribbons.....	192,697 8 9
Buttons and button stuff.....	63,077 13 11
Gloves.....	4,372 26 6
Woolen cloth.....	557,843 22 9
Steel, iron, and brass ware, hardware and cutlery.....	511,297 16 3
Plated ware, glass, and earthenware.....	33,796 19 2
Guns and revolvers.....	27,572 7 9
Dyes and chemicals.....	89,768 5 6
Wine.....	1,609 21 0
Miscellaneous.....	19,511 13 1
Total.....	3,083,061 14 11
Shipped by way of—	
Bremen.....	2,406,706 29 4
Hamburg.....	349,893 4 4
Antwerp.....	136,614 7 6
Rotterdam.....	137,840 6 1
Havre.....	29,347 13 10
Liverpool.....	18,365 20 10
Marseilles.....	1,183 23 0
Total.....	3,083,861 14 11

EMIL HOECHSTER.

BERLIN.

Value of goods, wares, and merchandise exported to the United States from this consular district during the year ending September 30, 1870.

Kind of merchandise.	Quarter ending Dec. 31, 1869.	Quarter ending Mar. 31, 1870.	Quarter ending June 30, 1870.	Quarter ending Sept. 30, 1870.	Total value for the year ending Sept. 30, 1870.	Total value for the year ending Sept. 30, 1869.
<i>Prussian thalers.</i>						
Woolen cloth.....	418,240 19 2	380,729 7 0	301,723 5 11	538,260 9 6	1,573,981 27 7	1,354,566 96 9
Woolen shawls.....	398 7 3	14,537 11 6	106,367 10 9	90,180 19 6	35,563 14 6	4,674 16 6
Woolen yarn.....	69,093 7 9	23,854 27 3	106,367 10 9	84,054 5 3	284,109 21 0	347,498 1 9
Woolen embroideries manufactured of worsted yarn	31,355 17 0	14,141 5 3	14,309 10 6	90,845 19 11	150,551 22 8	131,155 25 0
Linon goods.....	90,014 11 3	17,479 6 0	30,092 1 0	18,517 30 0	73,103 9 0	66,854 13 6
Cotton goods.....	14,719 18 9	10,296 98 6	7,596 4 0	18,517 30 0	51,179 9 3	30,887 13 3
Basket, wares.....	6,036 17 5	5,392 27 9	4,517 1 9	3,359 22 0	19,673 94 1	23,985 30 11 1/2
Ground chocolate root.....	11,077 17 0	19,917 9 6	10,094 3 0	41,094 6 11	36,859 90 6	97,177 10 1
Fancy papers and cards.....	15,044 25 3	15,404 28 8	30,543 16 11	41,094 6 11	103,139 17 9	57,369 4 1
Books, paintings, prints, engravings, and lithographs.....	36,569 18 6	33,415 17 3	44,033 31 4	56,919 16 9	170,931 13 10	163,777 11 10
Toys and fancy goods manufactured of leather, wood, iron, zinc, clay bone, &c.....	57,045 94 9 1/2	46,103 8 9	92,042 94 9	139,098 23 0	395,290 90 8 1/2	274,996 18 6 1/2
Water colors, chemicals, apothecary utensils, &c.....	91,210 15 9	18,009 15 9	46,948 5 0	16,615 24 10	103,684 1 4	68,905 11 3
Musical instruments, chemical, optical and philosophical apparatus	34,113 26 3	23,443 23 8	44,228 25 11	8,057 3 1	103,943 18 11	106,550 7 6
Lead, zinc, and spelter.....	191,348 37 6	25,661 4 0	88,513 23 0	46,398 6 0	281,945 29 6	504,079 19 8
Fur skins and other skins.....	1,764 19 0	551 6 0	9,400 8 0	11,495 16 0	16,291 17 0	96,400 19 0
Kid gloves.....	43,068 19 3	51,859 6 3	39,714 17 6	96,495 4 3	181,157 17 3	130,917 9 6
Glass beads and buttons, silk ribbons and miscellaneous trimmings	96,293 37 7	39,694 10 0	25,919 23 6	73,071 25 0	137,159 26 1	100,541 3 9
Glass wares and porcelain.....	5,714 15 7	4,763 29 9	19,833 1 5	13,749 1 11	37,035 11 8	34,190 24 4
Wines, liquors, and juices.....	17,043 13 4	1,549 4 4	14,011 0 1	2,970 28 0	34,968 15 9	98,511 10 2
Carriages.....	4,100 0 0	1,256 0 0	1,373 26 0	.....	3,629 20 0	3,957 0 0
Machinery.....	38,488 26 9	1,740 0 0	5,530 0 0	19,315 0 0	23,685 0 0	94,778 90 0
Miscellaneous goods.....	.....	56,178 7 7	96,399 11 10	47,514 29 0	232,511 15 2	267,288 19 7
Total.....	986,996 5 1 1/2	729,594 7 9	1,008,132 39 10	1,254,567 24 10	3,968,291 7 6 1/2	3,799,071 28 10 1/2
Equal in American gold dollars to.....	681,027 36	505,490 05	665,611 77	865,651 80	2,747,790 97	2,691,359 66

H. KREISMANN.

BREMEN.

Statement of navigation with different countries and places from 1865 to 1893.*

Arrived from—	1865.				1866.				1867.				1868.				1869.			
	In all.		Without cargo.		In all.		Without cargo.		In all.		Without cargo.		In all.		Without cargo.		In all.		Without cargo.	
	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.
Prussia, Hanover.....	317	5,493	62	1,621	465	7,445	115	2,390	445	6,475	91	1,998	437	6,251	93	2,099	384	5,831	57	1,208
Schleswig-Holstein.....	46	1,197			751	14,728	181	3,919	813	17,454	134	3,941	713	13,891	136	3,165	710	15,247	77	1,648
Northern seaports.....	8	207			1	15	1	15	1	21	21	4,298	5	24			5	105		
Eastern seaports.....	107	1,999	33	940	96	1,873	57	1,524	94	1,961	41	1,190	86	1,678	40	974	72	1,277	18	367
Old Prussian ports.....	10	325	2	171	19	397	9	525	43	961	2	53	9	210	2	71	8	167		
	223	8,545			149	5,013			260	8,727			181	5,662	1	21	246	7,973	2	73
Mecklenburg.....	667	16,293	97	2,732	751	14,728	181	3,919	813	17,454	134	3,941	713	13,891	136	3,165	710	15,247	77	1,648
Lubeck.....	46	1,197			751	14,728	181	3,919	813	17,454	134	3,941	713	13,891	136	3,165	710	15,247	77	1,648
Hamburg.....	8	207			1	15	1	15	1	21	21	4,298	5	24			5	105		
Oldenburg.....	209	15,013	30	4,162	264	14,460	78	3,568	297	13,813	56	4,428	281	14,768	57	3,160	209	13,797	31	3,915
Heligoland.....	253	5,131	140	3,376	364	8,351	229	5,991	320	7,189	227	5,892	321	7,625	943	6,423	179	4,034	113	3,045
North sea fisheries.....	5	83			46	132			49	7,986			44	123			76	191		
Holland.....	89	6,077	21	3,295	128	7,940	50	4,216	133	4,977	54	3,894	111	7,903	38	5,187	290	11,514	29	3,887
Belgium.....	29	2,198	2	659	17	2,167	2	998	17	1,301	2	108	33	3,219	3	1,425	36	9,779	4	1,100
Denmark.....	3	63	1	25	5	106	4	81	8	2,496	4	108	12	600	3	378	16	6,711		
Sweden.....	17	1,354			22	1,630			43	2,496			39	1,635			51	2,500		
Norway.....	226	12,278			903	11,068			192	9,686			181	8,949			213	11,513		
European Russia.....	183	13,360			223	11,560			192	9,686			181	8,949			213	11,513		
Great Britain and Ireland.....	391	74,711	35	13,777	356	76,392	40	20,115	347	72,056	30	13,501	346	65,879	17	8,601	166	55,535	1	66
France.....	99	2,890	1	162	33	4,306	3	853	26	4,407	1	153	15	2,929			345	64,803	21	10,863
Spain.....	13	1,895			20	4,055			3	1,379			17	2,158	1	368	48	6,150	5	1,164
Portugal.....	10	1,310			11	1,059			14	1,161			10	1,065			17	2,312		
Italy.....	13	1,650			10	2,103			9	1,361			7	666			5	365		
Austria.....	4	358							2	160			1	105			2	185		
Greece.....					1	114			3	361			4	543			2	434		
European Turkey.....	5	919			3	406							2	380			13	2,424		
Greenland.....	3	502			4	688			4	678			2	872			5	1,099		
British North America.....	3	760			2	869			1	360			2	1,042			2	964		
Bangor and Portland.....																				
New Bedford.....																				
New York.....	100	65,173			136	94,436	1	371	155	127,512			143	118,576			142	132,039		
Philadelphia.....	8	2,073			22	6,112			22	10,913			31	12,528			18	7,096		

[illegible]

* This table and the tables on pages 106 and 107 are derived from the Bremen official report.

Statement of navigation with different countries and places from 1865 to 1889—Continued.

Departures to—	1865.				1867.				1868.				1869.			
	In all.		Without cargo.		In all.		Without cargo.		In all.		Without cargo.		In all.		Without cargo.	
	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.
Prussia and Hanover.....	304	5,154	83	1,386	444	7,028	305	2,866	358	4,663	150	1,374	327	4,676	130	1,403
Schleswig-Holstein—																
Northern seaports.....	87	1,633	90	458	73	1,509	14	468	46	309	9	84	34	735	13	986
Eastern seaports.....	34	1,031			40	1,165			29	1,923			33	733		
Old Prussian ports.....	150	5,676	92	1,144	139	5,313	17	919	693	8,815	3	169	924	8,394	3	196
Mecklenburg.....	575	13,494	125	2,868	685	15,104	326	4,953	768	20,035	163	3,157	648	15,118	163	3,157
Lubeck.....	29	850			31	1,065			19	1,150			19	1,151		
Hamburg.....	11	274			9	394			3	75			13	537		
Oldenburg.....	390	22,909	33	5,387	467	23,316	37	5,419	451	24,430	53	8,308	433	27,753	54	11,268
Halligland.....	317	6,684	33	746	345	7,771	46	133	357	7,604	32	524	224	4,561	56	318
North Sea fisheries.....	4	66	2	43	46	133			43	340	43	332	44	123	79	218
Holland.....	906	8,890	14	941	254	9,180	14	743	135	5,190	135	5,190	305	11,791	305	11,791
Belgium.....	14	616			8	315			220	8,657	6	108	266	9,890	6	333
Denmark.....	98	3,414			71	2,625	2	311	83	1,559	1	196	93	2,119	1	196
Sweden.....	68	6,558	11	3,060	79	6,218	9	1,619	85	2,768	2	263	43	6,239	2	396
Norway.....	246	17,785	190	14,965	206	13,373	149	10,494	71	6,781	10	2,054	87	15,993	13	3,037
Russia in Europe.....	115	12,793	93	10,049	95	9,257	58	5,963	160	11,708	179	11,393	218	15,293	167	13,071
Great Britain and Ireland.....	586	95,746	339	45,444	514	102,663	309	46,699	108	13,355	56	6,784	90	2,692	112	5,601
France.....	10	2,126	9	2,074	20	3,127	10	1,691	571	120,124	413	71,914	489	113,900	350	67,614
Spain.....	9	1,867	4	807	4	744	3	573	14	2,228	7	1,071	3	1,647	11	1,030
Gibraltar.....										2	5			15	1,593	
Portugal.....	6	580	1	75	4	535	1	110	1	68			4	7,896	1	143
Italy.....	6	1,061			1	109							1	439		
Turkey in Europe.....	2	170			2	214			3	559	1	373	4	114		
Greenland.....	3	503	3	503	4	688	4	688	2	518	3	518	5	539		
British North America.....	3	1,793	2	1,223	6	2,999	1	406	4	872	2	1,184	5	1,093	5	1,093
New York.....	115	78,718	6	3,622	136	103,183	2	841	151	131,894	8	3,818	2	2,900	4	2,897
Philadelphia.....	1	98			3	391			5	1,766			136	192,591	7	3,311
Baltimore.....	18	8,456	1	477	28	12,672	2	969	38	13,695	4	1,065	35	3,044		
Charleston, South Carolina.....					1	393								31,915		
Savannah, Georgia.....					1	345			4	1,635	3	1,183	5	2,741	4	2,500
Mobile.....									2	1,115	3	1,115	1	578		
New Orleans.....	6	3,578	1	353	9	4,838	1	443	17	11,736	5	3,149	18	16,451	2	1,234
Galveston and Indianola.....	2	643			9	2,561			13	4,027	1		11	4,130		

San Francisco.....	3	134						9	1,393	1	1,008	1	541	1	541
Medan.....	1	184						1	1,008	1	1,008	1	1,008	1	1,008
Medan America.....	91	2,300	7	810				1	1,393	1	1,008	1	1,008	1	1,008
New Granada.....	1	918						1	1,393	1	1,008	1	1,008	1	1,008
Panama.....	2	682	1	648				1	1,393	1	1,008	1	1,008	1	1,008
Panama.....	2	682	1	648				1	1,393	1	1,008	1	1,008	1	1,008
Peru.....	12	2,049	1	150				1	1,393	1	1,008	1	1,008	1	1,008
Chili.....	10	3,774	10	3,166				1	1,393	1	1,008	1	1,008	1	1,008
Buenos Ayres.....	45	8,772	19	3,923				1	1,393	1	1,008	1	1,008	1	1,008
Uruguay.....	10	1,101						1	1,393	1	1,008	1	1,008	1	1,008
Brazil.....	12	1,619						1	1,393	1	1,008	1	1,008	1	1,008
Venezuela.....	14	1,619						1	1,393	1	1,008	1	1,008	1	1,008
Cuba.....	3	452	3	452				1	1,393	1	1,008	1	1,008	1	1,008
San Juan.....	1	129	1	129				1	1,393	1	1,008	1	1,008	1	1,008
Hayti.....	4	356						1	1,393	1	1,008	1	1,008	1	1,008
Porto Rico.....	4	493						1	1,393	1	1,008	1	1,008	1	1,008
St. Thomas.....	2	339						1	1,393	1	1,008	1	1,008	1	1,008
St. Cruz.....	2	339						1	1,393	1	1,008	1	1,008	1	1,008
Curacao.....	2	339						1	1,393	1	1,008	1	1,008	1	1,008
Egypt.....	2	339						1	1,393	1	1,008	1	1,008	1	1,008
Assyria.....	2	339						1	1,393	1	1,008	1	1,008	1	1,008
Canary Islands.....	2	339						1	1,393	1	1,008	1	1,008	1	1,008
Cape Verde Islands.....	2	339						1	1,393	1	1,008	1	1,008	1	1,008
Africa, west coast.....	2	339						1	1,393	1	1,008	1	1,008	1	1,008
Cape Colony.....	2	339						1	1,393	1	1,008	1	1,008	1	1,008
Turkey in Asia.....	2	339						1	1,393	1	1,008	1	1,008	1	1,008
British East Indies.....	2	339						1	1,393	1	1,008	1	1,008	1	1,008
Burma.....	2	339						1	1,393	1	1,008	1	1,008	1	1,008
Dutch East Indies.....	2	339						1	1,393	1	1,008	1	1,008	1	1,008
China.....	2	339						1	1,393	1	1,008	1	1,008	1	1,008
Japan.....	2	339						1	1,393	1	1,008	1	1,008	1	1,008
Russia in Asia.....	2	339						1	1,393	1	1,008	1	1,008	1	1,008
Australia.....	2	339						1	1,393	1	1,008	1	1,008	1	1,008
Hawaiian Islands.....	2	339						1	1,393	1	1,008	1	1,008	1	1,008
Total.....	2,351	320,949	980	107,198	3,909	368,815	980	107,198	3,909	368,815	980	107,198	3,909	368,815	980
Or: To Europe.....	2,351	320,949	980	107,198	3,909	368,815	980	107,198	3,909	368,815	980	107,198	3,909	368,815	980
To transatlantic ports.....	2,351	320,949	980	107,198	3,909	368,815	980	107,198	3,909	368,815	980	107,198	3,909	368,815	980

British North America.....	45,709	49,685	43,702	46,985	0.46	0.92	0.07	0.05
New Brunswick.....	1,768,315	13,752,873	1,768,315	13,752,873	17.56	8.63	90.19	13.39
Prince Edward.....	188,631	946,890	188,631	946,890	1.87	0.98	1.39	0.29
Quebec.....	330,476	2,097,839	330,476	2,097,839	3.39	1.63	2.44	3.56
Halifax.....	13,808	136,680	13,808	136,680	0.13	0.07	0.34	0.16
Richmond, Virginia.....	3,892	31,305	3,892	31,305	0.04	0.02	0.03	0.09
Williamsburg, North Carolina.....	80,638	939,309	80,638	939,309	0.80	0.39	0.10	0.23
Savannah, Georgia.....	2,078	66,863	2,078	66,863	0.09	0.01	0.10	0.07
Noble.....	5,946,309	5,946,309	5,946,309	5,946,309	2.94	1.45	7.71	5.09
New Orleans.....	86,138	2,383,074	86,138	2,383,074	0.86	0.43	3.50	2.31
Galveston.....	18,864	18,864	18,864	18,864	0.17	0.09	0.03	0.09
St. Francisco.....	419,135	419,135	419,135	419,135	0.42	0.69	0.68	0.41
Other places in the United States.....	54,908	118,640	54,908	118,640	0.54	0.27	0.17	0.11
Mexico.....	8,854	132,610	8,854	132,610	0.09	0.04	0.30	0.13
Central America.....	913,304	4,434,323	913,304	4,434,323	2.13	1.05	6.36	4.39
New Granada.....	468	16,590	468	16,590	0.00	0.09	0.09	0.09
Ecuador.....	336	11,508	336	11,508	0.00	0.09	0.09	0.01
Pern.....	14	14	14	14	0.13	0.06	0.35	0.16
Chili.....	11,595	169,243	11,595	169,243	1.17	0.87	4.01	2.64
Buenos Ayres.....	178,943	2,796,103	178,943	2,796,103	0.11	0.05	0.30	0.20
Brazil.....	10,661	903,441	10,661	903,441	2.07	1.09	3.45	2.37
Venezuela.....	908,397	3,347,104	908,397	3,347,104	0.38	0.19	0.47	0.31
Cuba.....	38,138	317,667	38,138	317,667	0.31	0.10	0.44	0.39
Jamaica.....	90,615	898,391	90,615	898,391	0.19	0.09	0.38	0.25
Hayti.....	19,337	960,179	19,337	960,179	0.05	0.03	0.01	0.07
Porto Rico.....	188	740	188	740	0.02	0.01	0.11	0.10
St. Thomas.....	5,339	3,960	5,339	3,960	0.13	0.07	0.15	0.10
Trinidad.....	2,963	75,364	2,963	75,364	0.08	0.04	0.38	0.25
Canary Islands.....	14,949	106,746	14,949	106,746	0.09	0.04	0.38	0.25
Africa, West Coast.....	8,099	526,526	8,099	526,526	0.04	0.04	0.38	0.25
Cape Colony.....	526	526	526	526	0.04	0.04	0.38	0.25
Mauritius.....	4	4	4	4	0.04	0.04	0.38	0.25
Turkey in Asia.....	8,861	46,910	8,861	46,910	0.03	0.03	0.01	0.04
Turkey in Europe.....	904,528	1,033,500	904,528	1,033,500	2.03	1.00	1.58	1.00
British East Indies.....	89,645	965,291	89,645	965,291	0.89	0.44	0.39	0.26
French East Indies.....	1,234,046	3,758,066	1,234,046	3,758,066	12.34	6.03	5.23	3.64
Burmah.....	134,305	367,941	134,305	367,941	1.33	0.66	0.34	0.36
Siam.....	36,390	294,689	36,390	294,689	0.36	0.18	0.43	0.28
Dutch East Indies.....	1	1	1	1	0.14	0.07	0.50	0.32
Malacca.....	3,575	3,575	3,575	3,575	0.01	0.01	0.01	0.01
China.....	13,616	396,468	13,616	396,468	0.13	0.07	0.50	0.32
Japan.....	341	7,068	341	7,068	0.34	0.13	0.57	0.38
Australia.....	2,600	2,600	2,600	2,600	0.26	0.13	0.57	0.38
Hawaiian Islands.....	26,131	386,896	26,131	386,896	0.26	0.13	0.57	0.38
Total.....	10,072,980	63,012,680	10,379,685	35,989,897	103,313,577	100.00	100.00	100.00

	17, 694	115, 979	17, 694	115, 979	0.31	100.00	100.00	100.00	100.00	100.00	100.00	100.00
British North America.....	17, 694	115, 979	17, 694	115, 979	0.31	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Boston.....	18, 901, 133	45, 966	18, 901, 133	45, 966	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
New York.....	87, 313	403, 939	87, 313	403, 939	0.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Philadelphia.....	186, 186	988, 321	186, 186	988, 321	2.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Baltimore and Washington.....	60	18, 900	60	18, 900	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Richmond, Virginia.....	614	2, 934	614	2, 934	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Charleston, South Carolina.....	4, 344	3, 763	4, 344	3, 763	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Savannah, Georgia.....	5	60	5	60	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile.....	95, 809	904, 684	95, 809	904, 684	0.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00
New Orleans.....	6, 834	28, 381	6, 834	28, 381	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Galveston.....	1, 850	32, 760	1, 850	32, 760	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00
San Francisco.....	178	3, 943	178	3, 943	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
St. Louis.....	5, 611	13, 315	5, 611	13, 315	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other places of the United States.....	5, 611	13, 315	5, 611	13, 315	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mexico.....	38, 450	1, 673	38, 450	1, 673	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Central America.....	9, 332	114, 730	9, 332	114, 730	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00
New Granada.....	40	185	40	185	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Ecuador.....	7, 673	55, 950	7, 673	55, 950	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Peru.....	39	2, 501	39	2, 501	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Bolivia.....	2, 319	13, 968	2, 319	13, 968	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Chile.....	51, 685	401, 325	51, 685	401, 325	0.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Buenos Ayres.....	788	10, 917	788	10, 917	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uruguay.....	6, 311	42, 623	6, 311	42, 623	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Brazil.....	15, 431	203, 451	15, 431	203, 451	0.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Venezuela.....	68, 406	937, 588	68, 406	937, 588	1.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Cuba.....	19, 546	99, 479	19, 546	99, 479	0.34	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Jamaica.....	4	69	4	69	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Haiti.....	48, 546	190, 215	48, 546	190, 215	0.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Porto Rico.....	1	52	1	52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Egypt.....	664	9, 988	664	9, 988	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Algeria.....	1	300	1	300	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Madeira.....	12, 123	76, 105	12, 123	76, 105	0.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Canary Islands.....	9, 185	63, 477	9, 185	63, 477	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Africa (west coast).....	80	240	80	240	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Cape Colony.....	3	354	3	354	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Turkey in Asia.....	23, 156	81, 663	23, 156	81, 663	0.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00
British East Indies.....	81, 927	89, 156	81, 927	89, 156	1.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Burma.....	3, 663	23, 723	3, 663	23, 723	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Dutch East Indies.....	21	368	21	368	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mandala.....	8, 630	202, 716	8, 630	202, 716	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00
China.....	4, 079	107, 078	4, 079	107, 078	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Japan.....	34, 631	34, 631	34, 631	34, 631	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Russia in Asia.....	3, 515	18, 603	3, 515	18, 603	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Australia.....	21, 391	218, 560	21, 391	218, 560	0.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hawaiian Islands.....	1, 683, 135	1, 338, 676	1, 683, 135	1, 338, 676	85.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Equipment of mercantile navy.....	5, 745, 372	39, 534, 417	10, 541, 137	84, 918, 219	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Total.....	5, 745, 372	39, 534, 417	10, 541, 137	84, 918, 219	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

British North America.....

Boston.....

New York.....

Philadelphia.....

Baltimore and Washington.....

Richmond, Virginia.....

Charleston, South Carolina.....

Savannah, Georgia.....

Mobile.....

New Orleans.....

Galveston.....

San Francisco.....

St. Louis.....

Other places of the United States.....

Mexico.....

Central America.....

New Granada.....

Ecuador.....

Peru.....

Bolivia.....

Chile.....

Buenos Ayres.....

Uruguay.....

Brazil.....

Venezuela.....

Cuba.....

Jamaica.....

Haiti.....

Porto Rico.....

Egypt.....

Algeria.....

Madeira.....

Canary Islands.....

Africa (west coast).....

Cape Colony.....

Turkey in Asia.....

British East Indies.....

Burma.....

Dutch East Indies.....

Mandala.....

China.....

Japan.....

Russia in Asia.....

Australia.....

Hawaiian Islands.....

Equipment of mercantile navy.....

Total.....

BRUNSWICK.

Statement showing the exports from Brunswick to the United States during the year ending September 30, 1870.

(Value in Prussian thalers.)

Pig lead.....	45, 106 22	Linens.....	915 23
Musical wares.....	36, 506 19	Clothing.....	261 10
Photographic lenses.....	10, 233 29	False jewelry.....	425 12
Chemicals.....	14, 737 25	Pipes.....	491 17
Machinery.....	2, 891 18	Agate ware.....	672 22
White lead.....	3, 280 03	Agate stone, raw and cut....	242 06
Printed music.....	2, 650 28	Jewelry.....	138 18
Oil paintings.....	7, 230 29	Sausages.....	188 15
Chicory.....	4, 764 24	Earthen ware.....	217 11
Mirrors.....	6, 836 16	Kid gloves.....	645 22
Glycerine.....	1, 805 19	Rape seed.....	136 28
Egg albumen.....	2, 391 10	Fancy tin ware.....	84 06
Velvets.....	2, 627 07	Iron castings.....	41 21
Drugs.....	338 28	Silk cord.....	192 25
Stationery.....	176 17	Ornamental ware.....	265 22
Boots and shoes.....	248 00		
Toys.....	627 01	Total value, thalers....	148, 680 19
Bottles.....	750 00		
Hams.....	557 07		

D. C. SPRAGUE.

CARLSRUHE.

NOVEMBER 14, 1870. (Received December 1.)

GENERAL, STATISTICAL, AND COMMERCIAL VIEW.*

Area, in square miles :

Plains.....	947 56
Mountainous country.....	2, 603 04
Rolling country.....	2, 366 40
Total.....	5, 916 00

Population :

Roman Catholic.....	929, 860
Protestant.....	472, 941
Jews.....	25, 234

Permanent residents.....	1, 428, 035
Transient residents.....	52, 916

Total..... 1, 480, 951

Births.....	53, 117
Deaths.....	20, 605

Natural increase..... 32, 512

Emigrants to United States officially reported..... 2, 857

* Unless otherwise specified the figures here given are taken from the official reports for 1868, the latest published.

Florins.

Taxable property in 1868	1, 289, 606, 554
Taxable property in 1867	1, 275, 642, 084
Increase	13, 964, 470

National debt.—December 31, 1867, 32,285,004 florins; December 31, 1868, 31,285,001 florins; December 31, 1869, 31,285,001 florins; increased in 1870, 11,000,000 florins; direct taxes per head, 5 fl. 54.1 kr.

Agricultural products.—827,472 acres yielded of cereal grains, 7,378,888 cwt.; of straw and fodder, 10,824,873 cwt.; 208,626 acres yielded of potatoes, 14,129,892 cwt.; 1,040,076 acres yielded of hay and clover, 19,979,742 cwt.; of beets and turnips, 15,717,130 cwt.; 82,845 acres yielded of tobacco, 195,908 cwt.; of hops, 33,774 cwt.; of hemp, 85,872 cwt.; of flax, 3,708 cwt.; of chiccory, 396,327 cwt.; of garden vegetables, 878,832 cwt.; 40,000 acres yielded of fruits, 1,412,322 cwt.; 55,798 acres yielded of wine, 20,000,000 gallons.

Florins.

In average years the agrarian product is valued at	115, 000, 000
Forest product is valued at	15, 000, 000
Total	130, 000, 000

Live stock.—Horses, 75,223; horned cattle, 603,242; sheep, 174,127; hogs, 340,713; goats, 57,302; mules and asses, 163; poultry, 1,544,567; beehives, 83,875; dogs, (taxed at 6 florins per head,) 31,548. Value of horned cattle, 70,000,000 florins; annual profit, 33,000,000 florins.

Wages of field-hands, per day.—Males, 20 to 60 cents, females, 10 to 40 cents, without board; males, 8 to 40 cents, females, 4 to 24 cents, with board.

Railroads.—The railroad system of Baden consists of a trunk line reaching from Mannheim (at the extreme northwest) south and east to Constance, (at the extreme southeast,) with fifteen lateral branches, six of which constitute connecting lines with France, Switzerland, Württemberg, Bavaria, and North Germany, making direct communication with Paris, Lyons, Berne, Basel, Munich, Stuttgart, Dresden, Frankfurt, &c. There were in operation in Baden, of railroads, June 30, 1868, 642 miles, costing 112,542,000 florins; June 30, 1869, 679 miles, costing 119,422,000 florins; June 30, 1870, 719 miles, costing 126,302,000 florins. These roads are of the most substantial and finished build, costing, though mostly in plain country, about 172,000 florins the mile. Their net earnings are annually about 6,000,000 florins, equal to 9,000 florins per mile, or 5.03 per cent. on their cost. They forwarded during the year, of passengers, 5,470,660, (or four for each one of the population); of freights shipped from the state, 19,892,352 hundred-weight; of freights shipped into the state, 22,317,929 hundred-weight; of head of cattle, 385,053.

Water Transportation :

	Cwt.
Freights registered at Constance, lake port	628, 427
Freights registered at Kehl, Rhine	275, 370
Freights registered at Maxa, Rhine	389, 235
Freights registered at Leopoldshafen, Rhine	75, 868
Freights registered at Mannheim, Rhine	8, 358, 998
Total	9, 727, 898

Cattle registered at Constance, head. 2, 611

Telegraphs.—Miles of telegraph lines, June 30, 1870, 2,016; miles of telegraph wire, June 30, 1870, 4,976; messages forwarded, 1868, 630,959, or nearly one to each two of the population.

Postal Service.—Letters forwarded, (13 $\frac{1}{2}$ per head,) 19,796,000; newspapers forwarded, (8 per head,) 12,672,000; registered letters and packages delivered, 2,130,000; value of last item, 199,586,000 florins; postal money-orders, 5,175,000; value of last item, 11,286,000 florins; passengers forwarded by post omnibuses, 589,000. The postal-telegraphic, and most of the railroad service is owned and conducted by the government. The parcel or package express is a department of the postal service.

Fire Insurance.—Value of buildings insured by government, 503,302,730 florins; value of buildings insured by private companies, 59,578,838 florins; value of furniture insured by private companies, 412,595,034 florins; total, 975,476,602 florins.

Savings Banks, &c.—Ninety-eight institutions, with a capital of 25,923,292 florins; 25 institutions, for various industrial establishments, capital 147,569 florins; 46 mutual loan banks, with members, 13,185, do an annual business of 20,000,000 florins, at a profit of 45,000 florins. General banking has heretofore been in the hands of private individuals, but during the present summer (1870) a national bank has gone into operation, with chief administration at Mannheim, and with a capital of 10,500,000 florins.

Mining, Smelting, and Foundry Interests.—Yield of mines: Salt, 400,000 hundred-weight; coal, 247,000 hundred-weight; iron, 18,000 hundred-weight; zinc, 40,000 hundred-weight; lead, 1,600 hundred-weight; manganese, 400 hundred-weight; arsenic ore, 300 hundred-weight. Yield of 36 furnaces and foundries: Pig iron, 59,000 hundred-weight; cast iron, 90,000 hundred-weight; bar iron, 73,000 hundred-weight; sheet iron, 5,400 hundred-weight; iron wire, 18,000 hundred-weight; litharge, 732 hundred-weight; gold and silver, 4 hundred-weight. As, besides the above, no general statistics of industrial interests of a later date than 1865 have been compiled, only approximate results can be given in this direction beyond what is already stated. There has, however, been general and substantial advancement during the last three years. Yet, while the effects of the war of 1866, upon commercial and industrial pursuits and material development and prosperity in general, have year by year fallen more into the back-ground as confidence has been gradually restored, still the general feeling here has been that France would oppose the prevailing idea in politics, *i. e.*, German unity, and strive to prevent its realization even by war, wherefore there has not been felt that full security needful to develop a confident and vigorous industrial and commercial enterprise.

The gold-workers of Pforzheim consumed during the year in the manufacture, chiefly of jewelry, of pure gold, 10,540 pounds, at 810 florins per pound = 8,537,400 florins; silver, 4,960 pounds, at 52 $\frac{1}{2}$ florins per pound = 260,400 florins; value of articles manufactured, 11,200,000 florins; cost of labor expended, 1,819,000 florins; workmen employed, 5,491; average yearly wages, 331 florins. The jewelry manufactured at this point finds a large market in South America. Value of exports to the United States increased from 126,343 florins in 1868-'69 to 283,715 florins in 1869-'70.

The spinning and weaving establishments are of chief importance. This industry comprises wool, cotton, hemp, and flax factories, employing 34,000 hands at 301,380 spindles and 21,491 weaving frames, and 28 silk establishments with 4,200 hands and 1,390 looms. Large quan-

tities of these fabrics are exported to adjacent and even remote countries. There were shipped to the United States, of silk thread, in 1868, invoices valued at 18,334 florins; in 1869, invoices valued at 54,622 florins; of woolen goods, in 1868, invoices valued at 11,453 florins; in 1869, invoices valued at 18,427 florins.

Clockmakers employ 3,692 hands and export to the United States wares valued at 10,000 to 15,000 florins; musical instrument makers employ 1,900 hands and export to the United States wares valued at 15,000 to 20,000 florins; wood carving employs 1,100 hands and furnishes annually to the United States wares valued at 10,000 to 12,000 florins. The last three industries are confined to the Black Forest region, the wood of which largely characterizes the wares produced. There are of straw plaiters 8 establishments, with 1,603 hands; iron workers, 76 establishments, with 2,300 hands; car and carriage builders, 3 establishments, with 300 hands; paper mills, 39 establishments, with 1,200 hands; furniture makers, 20 establishments, with 390 hands; bleaching greens, dyeing, printing, and finishing works, 53 establishments, with 1,400 hands; porcelain, stone, and earthenware, 6 establishments, with 724 hands; 2 beet-root sugar works, with 2,100 hands; 21 chicory, chocolate, and mustard factories, with 400 hands; 172 tobacco and cigar factories, with 4,000 hands; 1,942 grist and 649 saw mills, (water power;) 21 chemical works, with 560 hands; value of exports to United States in 1868, 52,000 florins; in 1869, 54,000 florins; 3 glass-works, with 400 hands: value of exports to United States in 1868, 150,000 florins; in 1869, 160,000 florins; 13 leather-works, with 906 hands: value of exports to the United States in 1868, 224,000 florins; 1869, 241,000 florins.

The value of the various products of these industries, or even the capital employed, cannot be well stated in the absence of statistical data. The committee on estimates for taxation place the value of buildings and machinery for manufacturing purposes at 222,000,000 florins.

Cost of living.—The average prices of provisions in Baden, are: flour, per pound, 6 to 7 cents; meal, per pound, 4 to 5 cents; black-bread, 3 to 4 cents; beef, 14 to 16 cents; pork, 11 to 13 cents; butter, 20 to 25 cents; tallow, 22 to 25 cents; rice, 9 to 11 cents; barley-meal, 7 to 8 cents; sugar, 14 to 18 cents; eggs per dozen, 16 to 18 cents; milk, per gallon, 25 to 30 cents; coffee, per pound, 26 to 30 cents; maize, per hundred-weight, \$2 80 to \$3 20; rye, per hundred-weight, \$2 40 to \$3; barley, per hundred-weight, \$2 to \$2 40; oats, per hundred-weight, \$1 90 to \$2 20; potatoes, per bushel, 35 to 45 cents; beans, per bushel, \$1 80 to \$2; peas, per bushel, \$1 80 to \$2; grain straw, per ton, \$10 to \$12; fodder, \$7 to \$8; hay, \$14 to \$16; wood, per cord, \$7 to \$10; coal, per ton, \$4 to \$5.

Hired help in the family, per month: men, \$5 to \$8; women, \$2½ to \$3. Day laborers—men, 50 to 70 cents, and women, 30 to 50 cents per day. As to the future it would seem almost idle to speculate. The early settlement of the pending war with France on the basis rendered probable by the present military situation, would certainly afford to Germany a measure of security for commercial and industrial enterprise and consequent encouragement to every species of material development incident to an assured peace, which the German States have not for a long time enjoyed. Baden has suffered comparatively little in recent European wars, having had uninterrupted peace for more than twenty years, with the exception of a quite subordinate part in the year 1866. Her immunity from war has been well improved, so that she now has ready for active employment the accumulated means and resources of a long-

continued peace. Her industrial interests have certainly been much prejudiced by the uncertainties of the last few years, and were almost paralyzed by the events of July and August, but they already show signs of recovering activity, and cannot fail of rapid and complete recuperation in the event of an early and favorable peace. In the event of prolonged war and further political complications, the facts alone can indicate their consequences.

W. H. YOUNG.

CHEMNITZ.

Statement showing the description and value of exports from the Chemnitz district to the United States during the six months ending June 30, 1870.

	Thalers.
Cotton hosiery	1,508,474 07
Cotton and woolen gloves and gauntlets.....	542,116 17
Cotton and woolen damasks and cloth.....	48,893 23
Cotton and woolen dress goods.....	96,531 18
Cotton yarn.....	9,885 10
Cotton knitting yarn	2,004 01
Dress trimmings and ornaments.....	135,089 01
Embroideries and laces	180,319 17
Musical instruments and strings	36,251 27
Fancy goods and toys.....	12,908 29
Sundries	8,314 20
	<hr/>
	2,579,789 20
	<hr/>
Total amount in American gold, custom-house valuation, at 69 cents per Prussian thaler	\$1,780,054 87
	<hr/>

HENRY B. RYDER.

COLOGNE.

Statement of the various goods exported to the United States in 1870.

Description.	First quarter.	Second quarter.	Third quarter.	Fourth quarter.
	<i>Thalers.</i>	<i>Thalers.</i>	<i>Thalers.</i>	<i>Thalers.</i>
Arms				53,388 10 0
Articles, miscellaneous	301 4 9	1,844 13 4	2,968 26 5	1,529 15 7
Bags, purses, &c.	1,106 3 0	1,701 12 6	1,970 25 6	1,647 25 0
Books, printed		66 20 6	373 18 6	
Brandy, liquor, stomach-bitters	150 0 0		145 0 0	
Chemicals, drugs, &c.	6,920 8 9	5,457 20 8	5,911 18 5	3,512 27 3
Clay pipes, smoking		438 29 0		1,318 21 3
Clothing, ready-made				61 15 0
Cock saws		248 6 0		246 0 0
Cologne water	3,739 1 0	4,811 10 0	7,754 0 10	4,292 14 3
Confectionery	455 13 6	377 28 5		231 0 0
Cotton wares		190 10 0		
Engines, machines, &c.	447 9 0			1,253 0 9
Fancy goods	461 15 3	236 10 0		
Glassware	58 28 6			1,316 6 0
Gins		2,287 27 0	5,689 1 0	2,520 0 0
Gold and silver, manufactures of	118 2 0	174 22 6		1,378 0 0
Hardware		1,254 6 10	436 7 6	
Jewelry, false	319 20 0	153 0 0	185 3 0	495 0 0
India-rubber balls	371 5 0	2,680 5 0	4,107 2 0	1,698 2 0
Iron, raw	5,988 27 0	4,700 18 9	6,609 18 0	8,758 5 5
Iron-wire chains	888 20 0	943 4 0	964 20 0	
Lead	38,351 5 1	160,538 20 0	45,746 10 0	253,651 9 0
Lead, red				2,204 14 5
Lead, white of	1,244 20 5	954 12 0	15,693 5 11	5,764 14 5
Leather		2,349 21 0		240 17 0
Mineral water	141 20 0	166 7 0	190 0 0	186 0 0
Oil paintings, engravings, litho- graphs, &c.	1,638 10 0	1,461 15 0	14,561 15 0	5,720 20 0
Paper, copying books	15,657 6 8	32,120 8 2	22,141 22 1	16,082 14 4
Pipes, smoking, pipe-bowls, and pipe fixtures		2,782 19 0	675 6 0	265 16 8
Porcelain	192 24 9			
Prussian blue			1,168 13 6	382 6 0
Steel, cast	34,368 12 0	53,840 12 6	23,351 2 0	17,075 22 0
Steel, manufactures of, cutlery, &c.	23,700 5 1	20,633 22 3	20,514 23 0	23,404 6 10
Sticks, walking and riding			756 29 6	1,608 23 0
Stoneware	1,104 13 0	1,007 3 0	811 17 6	
Sugar of grapes		608 10 0	669 20 0	8,408 10 0
Ultramarine	4,837 4 0	5,082 0 7	12,871 11 0	750 0 0
Utrecht velvet, &c.	4,018 12 9	2,341 24 0	30,933 15 6	10,116 21 6
Velvets, velvet & taffeta ribbons, &c.	82,121 7 2	83,116 11 4	245,876 3 2	100,808 23 9
Wine	9,832 27 0	13,609 23 0	5,663 11 0	17,965 12 0
Wire-work		1,143 24 0		
Woolen-cloth	9,030 19 6	17,357 0 0	16,185 6 6	12,442 19 6
Total	247,765 15 2	426,680 25 4	494,925 22 10	560,720 2 11
Total for the four quarters ending 1870, 1,730,092 6 3 thalers.				
PORTS OF SHIPMENT.				
Amsterdam				11,596 26 6
Antwerp	18,305 21 2	88,874 23 2	67,184 11 11	258,157 20 10
Bremen	173,348 9 3	207,938 25 6	62,864 17 1	36,225 4 8
Hamburg	28,691 6 0	78,378 18 3	22,975 16 5	13,369 21 1
Hanover	6,437 4 6	17,166 12 6	4,208 4 0	
Havre	4,507 6 6	3,157 13 0	264 29 0	
Liverpool	4,482 12 6	4,016 28 0	174,974 15 5	31,657 18 5
London			17,612 29 4	101,003 19 0
Rotterdam	11,993 20 9	27,147 24 11	144,836 19 8	108,689 12 5
Total	*247,765 20 8	426,680 25 4	494,925 22 10	560,720 2 11
Total for the four quarters ending 1870, 1,730,092 11 9 thalers.				

* This total differs from the corresponding one above, owing to an error in one of the statements.

GEORGE HÖLSCHER.

CREFELD.

Statistical statement showing the description and value of merchandise exported to the United States from the consular district of Crefeld, during the several quarters of the year, viz : from October 1, 1869, to September 30, 1870.

Description.	First quarter.	Second quarter.	Third quarter.	Fourth quarter.	Total.
Silks, dress and piece goods all silk.	<i>Thalers.</i> 17,376 15 00	<i>Thalers.</i> 32,316 10 8	<i>Thalers.</i> 46,314 7 2	<i>Thalers.</i> 73,589 31 8	<i>Thalers.</i> 169,596 34 6
half silk.	104,498 4 6	162,659 23 7	116,686 19 5	384,266 22 9	748,111 10 3
button stuff.	19,576 00 3	47,313 16 00	6,006 7 00	37,232 31 11	110,428 15 2
velvet and plush.	68,844 28 8	40,723 11 7	97,854 26 9	454,858 9 4	662,931 17 4
velvet ribbons.	27,438 6 11	32,190 26 4	36,044 20 4	76,489 26 11	172,163 20 6
ribbons, all silk.	37,221 1 10	54,811 7 11	49,018 16 3	55,893 15 5	196,944 11 5
half silk, and hat bands.	19,005 7 7	12,099 10 4	7,780 20 11	8,287 20 9	47,172 20 7
sundry manufactures, wholly or in part of silk.	2,436 28 00	5,115 15 00	1,208 25 6	1,784 15 00	9,536 28 00
Silk in the gum, organdyne.	3,174 12 00	2,883 28 00	3,863 27 5	7,735 00 00	17,021 12 5
Manufactures of wool and cotton, mixed.	712 15 00	2,248 3 00	3,863 27 5	12,535 21 2	14,759 24 4
cotton.	112 15 00	1,191 18 2	822 27 6	5,185 17 00	11,679 10 00
flax.	822 27 6	1,360 3 00	3,023 8 00	1,660 3 00	4,441 20 00
Dyestuffs and chemicals.	153 27 00	1,360 3 00	3,023 8 00	1,660 3 00	4,441 20 00
Paper and paperware, books, &c.	2,100 12 00	1,043 6 00	1,545 16 3	179 20 00	875 6 3
Liquor and wine.	1,043 6 00	1,545 16 3	370,007 18 00	1,100,107 31 11	2,169,783 16 9
Sundries.	150 00 00	384,913 23 7	370,007 18 00	1,100,107 31 11	2,169,783 16 9
Prussian thalers.	304,754 13 3	384,913 23 7	370,007 18 00	1,100,107 31 11	2,169,783 16 9
The above goods were shipped by way of—					
Havre, via Southampton or Liverpool to New York.	178,584 10 6	597,065 19 7	294,663 28 00	78,842 12 00	779,156 10 1
Bremen, direct to New York.	100,969 8 3	76,610 15 1	91,539 28 00	67,284 19 2	336,424 10 6
Hamburg, direct to New York.	15,548 11 00	14,275 16 00	40,181 19 00	6,980 27 9	76,986 13 9
Antwerp, via Liverpool.	8,658 6 6	6,962 2 11	9,497 15 00	946,093 23 00	975,701 20 10
Rotterdam, via Liverpool.	994 7 00	3,495 26 5	608 21 7	906 00 00	608 21 7
St. Nazaire to San Francisco.	.....	.....	.....	.....	906 00 00
Southampton to San Francisco.	.....	.....	.....	.....	906 00 00
Prussian currency thalers.	304,754 13 3	384,913 23 7	370,007 18 00	1,100,107 31 11	2,169,783 16 9

J. MAGNUS.

DARMSTADT.

The exports to the United States during the quarter ending September 30, 1870, amount to 527,839.26 florins, as follows:

	Florins.
Leather.....	128,222 18
Wine and brandy.....	105,763 05
Linen, woolen, and cotton goods.....	74,514 14
Leather goods.....	69,090 36
Jewelry.....	32,254 22
Fancy goods.....	23,633 33
Hare's fur.....	17,620 59
Drugs and chemicals.....	15,673 32
Books, lithographs, and paper.....	14,830 43
Mineral water.....	10,562 58
Soap and perfumery.....	8,508 00
Pipes.....	8,083 39
Music.....	6,344 20
Embroideries, &c.....	3,896 10
Models and machines.....	3,893 33
Colors.....	1,826 08
Kid gloves.....	1,569 01
Printing ink.....	1,321 51
Beer.....	230 24
	<hr/> 527,839 26 <hr/>

The exports to the United States for this quarter amounts to 527,839.26 florins, which, compared with those of the preceding quarter, amounting to 417,954.52 florins, shows an increase of 109,884 34 florins.

AARON SEELEY.

DRESDEN.

NOVEMBER 1, 1870. (Received November 28.)

Exports to the United States from October 1, 1869, to September 30, 1870.

Description.	Fourth quarter, 1869.	First quarter, 1870.	Second quarter, 1870.	Third quarter, 1870.
	<i>Thalers. Sg. Pf.</i>	<i>Thalers. Sg. Pf.</i>	<i>Thalers. Sg. Pf.</i>	<i>Thalers. Sg. Pf.</i>
Glassware.....	6,603 13 5	44,861 29 00	71,262 00 5	113,891 15 00
Musical instruments.....	41,553 6 9	39,864 20 5	44,361 6 00	43,493 11 00
Toys and ornaments.....	5,513 1 00	5,283 10 3	37,763 28 00	20,088 22 00
Laces, embroideries, trimmings.....	31,068 5 6	54,445 26 8	28,586 16 3	6,600 5 3
Woolen and half woolen goods.....	116,573 4 00	131,063 24 3	56,247 18 5	92,498 29 00
Linen and cotton goods.....	21,252 25 3	20,915 16 00	10,340 25 00	11,242 11 09
Hosiery, gloves, gauntlets.....	29,386 21 00	66,829 18 00	21,012 25 00	37,665 19 00
Drugs.....	14,592 19 6	7,835 24 1	13,371 3 4	14,276 8 4
Earthenware.....	12,597 16 00	9,274 26 00	12,312 3 00	20,707 14 00
China.....	1,924 7 00	371 10 00	693 22 00	4,098 7 00
Sundries.....	27,179 14 2	45,523 14 5	685,18 22 4	55,472 24 00
Total.....	367,644 13 7	426,270 9 1	364,480 19 9	479,463 13 4

Total in Prussian currency, thalers, 1,637,858,371.

Total in American gold, custom-house valuation at 69 cents per Prussian thaler, \$1,130,122 64.

Statistical information concerning the various departments of commerce, agriculture, mining, industrial pursuits, &c., of Saxony, are obtained with great difficulty, since the annual official statistics furnish very little information, the government being in the habit of awaiting the result of ten successive years in order to find out the various alterations and effects, &c., in the aggregate. This practice makes it imprac-

ticable to use these efficient statements for reference for the past year. We are therefore compelled to refer to private sources for information which may not always be reliable, and in many instances use must be made of antiquated statistical resources, and consequently statements of recent date cannot always claim minute correctness for themselves.

I am unable to secure any data in regard to some departments of industry, which, therefore, for the present must be omitted, it being impossible to give even approximate figures of results.

The spirit and enterprise which prevailed in business circles before the war of 1866 had not fully returned when the existing war between Germany and France was declared. More than once the hope had been fostered that the missing confidence was about to return; at divers times business began to revive, but only for short periods.

In spite of peaceable throne speeches, proclamations, and diplomatic notes, full of conciliatory assurances, the ominous weight of fear of a new rupture between belligerent powers which had been constantly threatened by the maintenance of large standing armies, on war footing, has resulted in discouraging industry and commerce.

The deplorable effect produced by a continued support of large standing armies which devour immense unproductive sums, there being nothing more injurious to enterprise and economical calculations than the uncertain fluctuation between fear and hope in the public mind. I am convinced that there is little or no hope of a better condition of business affairs as long as such apprehensions exist in the minds of those who direct and control the industrial and commercial interests. For they feel that not only by the use of enormous sums, for unproductive purposes, industry and commerce are taxed in an enhanced degree, but that they are at the same time weakened in their ability to bear the burden imposed upon them by augmented revenue duties, &c., for the support of expensive governments, but what is still worse, the army absorbs the best laborers of the country and thereby deprives industry, agriculture, and commerce of its most productive elements.

In reference to the commerce with the United States, it is a matter of great difficulty to ascertain the precise extent and amount of importation, because a large proportion of goods received from there are redeemed from the custom-house in the seaport in which they arrive, and not in Saxony.

RAILROAD TRANSPORTATION AND FREIGHT.

There are within the limits of this Kingdom 639 miles of railroads in operation, of which 450 miles are State roads, and 189 miles are either under process of construction or nearly completed. The business of freight and transportation for the year 1868 is as follows:

On state roads.—Persons, 4,858,537; freight, 7,272,680,600 pounds.

On private roads.—Persons, 2,069,513; freight, 4,323,807,200 pounds.

Total persons, 6,928,070; freight, 11,605,487,800 pounds.

The transportation of the mail has been under the superintendence of the "Nordeutsche Bound" since 1868. The transactions during that year are found in the following statement:

Letters ordinary, 21,157,293; letters registered, 539,326; packages, 3,070,236; packages, value attached, 1,797,878, to the amount of g. 260,452,426; letters containing money, 334,672; amount of money sent therein, 3,437,057 thalers; total number of letters and packages, 26,899,404; aggregate sum of money and packages of value, 263,889,483 thalers; passengers forwarded, 539,222.

The North German Confederacy has in this kingdom telegraph sta-

tions, 50; dispatches forwarded in 1866, 381,340; dispatches forwarded in 1868, 1,279,159.

POPULATION.

According to the census of December 3, 1867, the population of the kingdom increased at the rate of 18.85 per cent., during the preceding twelve years. No other country on the continent can show so great an increase. The relative proportions in the orders of society in which it took place are very unequal, the largest increase being in the manufacturing towns and districts. This difference in the comparison between city and farming population is exhibited by the following table:

Year.	Farming population.	Augmentation within twelve years.	City population.	Increase within twelve years.	No. of hamlets, villages, towns, and cities.
1855	1,312,039	1 per cent.	727,147	.....	.....
1867	1,487,944	13.48 per cent. ...	935,642	22.67 per cent. ...	3,801

The population in cities and towns in 1855 comprised 35.66 per cent.; in 1867, 38.61 per cent.

The number of tenements and private residences throughout the entire kingdom amounted, in 1867, to 246,763; 15.06 per cent. inhabitants occupy a home in the city and 8.06 per cent. in the country. In 1855 the average percentage of inhabitants per house was 13.05 in towns, 7.52 in the country.

MINING.

This country is, at average, very poorly provided with minerals, and no improvement in mining has been experienced during the past year.

The following statement will show the particulars pertaining to it:

In 1869 there were in operation throughout the kingdom, mines, 274; mines at work, 9,536; smelters and foundrymen, 1,175; gold produced, pounds, 175.31; silver, pounds, 18,515.89; copper, pounds, 2,351,600.49; lead, pounds, 9,465,200.59; nickel and cobalt, pounds, 89,700.23; zinc, 191,100.86; tin, pounds, 236,900.30; chemical preparations of lead, pounds, 1,878,700.43; sulphuric acid, pounds, 9,205,900.32; chemicals, pounds, 378,300.93; preparations of arsenic, pounds, 1,910,600.20; iron cast in 1866, pounds, 28,073,900; stone coal, pounds, 5,117,574,600; brown coal, pounds, 998,206,000; sandstone, cubic feet, 4,460,000.

The quality of iron is in general very mediocre, and it is a fact that the production of iron is on the decline. The reason for it, no doubt, may be found in the fact that the ore yields too small a percentage of metal; notwithstanding this, we find the manufacture of bar-iron and cast steel, as well as the manufacture of machines and the industry in metals, materially enlarged. The number of workmen thereby engaged is about 21,000, and the average value of production is estimated at 19,000,000 thalers annually.

The opinion is gaining ground lately that American iron will compete largely, before long, with that produced within the Zollverein, and this fact is accelerated by the rapidly-improving means of communication between both continents.

MACHINES.

Sewing-machines are manufactured here, but on a very small scale, and can, therefore, not compete with American manufacture, which takes the lead in workmanship, as well as in principle.

Agricultural machines are steadily coming more in use, and large factories here, as well as principally in England, supply the market; only samples find their way here from the United States. The cause of this deficiency in export from the United States to this country we may probably attribute to the neglect of American patentees to secure their patent-right, in consequence of which manufacturers here merely procure samples of new inventions and improvements, and manufacture those articles themselves.

O. H. IRISH.

DÜSSELDORF.

Statistical statement showing the description and value of merchandise exported to the United States from the consular district of Düsseldorf during the several quarters of the year, viz : from October 1, 1869, to September 30, 1870.

Description.	First quarter.		Second quarter.		Third quarter.		Fourth quarter.		Total.	
	<i>Thalers.</i>	<i>Sg. Pf.</i>	<i>Thalers.</i>	<i>Sg. Pf.</i>	<i>Thalers.</i>	<i>Sg. Pf.</i>	<i>Thalers.</i>	<i>Sg. Pf.</i>	<i>Thalers.</i>	<i>Sg. Pf.</i>
Hardware and cutlery	39,038	9 6	43,609	6 9	37,771	4 4	325,032	11 7	455,457	17 1
Woolen cloths	117,992	28 8	167,987	16 10	164,939	22 9	57,046	6 5	508,953	13 8
Sword blades and bayonets	14,769	5 0	4,049	30 4	5,990	10 0	10,857	8 4	35,695	13 8
Oil paintings	3,760	18 0	2,034	11 0	7,198	15 0	5,637	0 0	28,598	16 0
Ribbons and bands	3,391	8 0	.....	.....	9,017	15 0	7,656	27 0	23,553	8 0
Wines and liquors	1,927	15 0	.....	.....	9,197	20 8	.....	.....	23,448	98 8
Perouses and caps	500	0 0	1,476	0 0	1,961	15 0	1,107	15 0	4,316	15 0
Caricaco lithographs .....	.....	.....	1,560	0 0	1,896	0 0	2,905	0 0	6,359	0 0
Jewelry .....	.....	.....	1,567	3 0	276	0 0	.....	.....	4,576	32 1
Artisan's tools .....	.....	.....	.....	.....	.....	.....	3,309	20 6	6,938	20 6
Artists' colors .....	.....	.....	.....	.....	.....	.....	632	20 6	632	20 6
Miscellaneous	539	12 0	860	13 0	909	2 0	685	5 7	1,707	2 7
Which were exported by way of—	180,463	18 9	220,862	10 4	215,140	22 2	418,408	17 10	1,037,894	9 1
Hamburg	34,438	8 4	21,801	91 9	16,190	19 7	94,016	7 6	96,466	97 2
Bremen	199,366	19 8	171,321	28 3	98,053	5 8	72,911	17 11	464,853	16 6
Antwerp	19,693	19 9	50,243	85 4	101,249	8 6	.....	.....	141,975	16 7
Havre	3,985	15 0	7,404	25 0	2,617	18 5	.....	.....	14,117	28 5
Liverpool* .....	.....	.....	.....	.....	.....	.....	321,480	52 5	321,480	52 5
	180,463	18 9	220,862	10 4	215,140	22 2	418,408	17 10	1,037,894	9 1

* NOTE.—Since the closing of the German ports by the war all goods from this district have been sent over Liverpool via Antwerp and Rotterdam.

H. LEWIS.

FRANKFORT-ON-THE-MAIN.

NOVEMBER 18, 1870. (Received December 23.)

The general trade of Germany during the year ending September 30, 1870, has been very good, and has increased from previous years, both in quantity and value. All the material and substantial interests of the country have been very successfully and prosperously operated, and have given adequate and satisfactory compensation to all parties concerned in their management. Indeed, Germany may be said to have been in a very prosperous and satisfactory state, during the greater part of the year, as to its manufacturing interests and trade. But in some parts of the country the crops failed, by reason of the drought, and it is believed that much grain and breadstuffs must be imported from other countries for deficiencies. The city of Frankfort has recovered its spirits and active energies, and has laid aside its feelings of discontent and hostility to Prussia on account of its involuntary subjection to that power. It now willingly acquiesces in the innovations and changes made by that dynasty, and the overthrow of many of its old customs and notions of exclusiveness. It has now, almost against its will and determination, settled down into a state of contentment and ease, and is now realizing unexpected prosperity and wealth. It has projected many improvements, such as the erection of many public buildings; the introduction into the city of pure water, from sources forty miles distant; the digging of a canal to the Rhine at Mainz, a distance of twenty miles, and similar public works, for the purpose of increasing the trade and business of the city, and adding to the comforts of its inhabitants. The city of Frankfort has thus closely identified itself with the country, of which it now forms a prominent part, and is ready to do its important part for a full development of the resources of the country and promote its welfare. Late circumstances have cemented that feeling of a common welfare and a common interest. Great benefits are to be realized to a country from its foreign trade, provided it can keep the balance of trade in its own favor. In this the states of Germany appear to be eminently successful, as it exports much and imports but little. The principal exportations of Germany are to the United States. Much wine, large quantities of leather and hatters' fur, velvets and silks, and dress trimmings are exported to England. Much wine and many manufactured goods, laces and trimmings are exported to Russia. Few goods of any sort are exported to any other country from this part of Germany. The United States have become its great market. On the other hand, Germany imports but little from the United States. Tobacco is probably the largest item of import, and there are many manufacturers in Germany of cheap cigars. Some cotton is indirectly imported from the United States into Germany, and many fur skins are also so imported. Many machines patented in the United States are almost copied and made here for sale and use in this country, and are found everywhere, as there are here few patent laws, by which exclusive rights can be long secured, and the patents of other countries can here be used with impunity. Many manufacturers of England and France, such as carpeting, cloths, woollen and cotton goods, furnishing goods, silks and satins, velvets, ribbons, and trimmings, are largely imported into Germany, although the same goods of good qualities, are also manufactured in that country. The superiority of the English manufacturer, in the style of his goods, strength of texture, and variety of patterns, as well as their greater durability and cheapness, induce a

great trade in English goods. Also the exquisite taste and skill of the French manufacturers, as exhibited in the great variety of their staple goods as well as in their fancy articles, seem to be as highly appreciated in Germany as in any other country, and French carpets, cloths, silks, and velvets, and fancy goods are eagerly bought by the wealthier portions of the inhabitants of the country.

The articles of export to the United States have continued the same as in previous years. The comparative amounts have, however, varied. The gross amount has increased largely. Large exportations have also been made to England of about the same classes of goods usually exported. The war between France and the German States, commencing in July of this year, has somewhat interrupted and materially diverted the general trade of Europe. In this part of Germany, and for all parts of Germany, transportation was greatly hindered. At the outbreak of hostilities it was feared that there would be a complete suspension of transportation by the closing of all ports and ways of egress from Germany. The principal ports of Germany, Bremen and Hamburg, were at once abandoned as points of destination, from fear of the safety of consignments, and these were afterward blockaded; also, the steamers ceased to make their trips to America. Still, from these ports and from minor ports, some invoices were shipped in neutral ships. Practically Germany soon was without an open port. The valley of the Rhine, however, remained unobstructed by hostile forces, instead of becoming the great battle-field of the contending parties according to the plans of the campaign and the general expectation of all. The "German Rhine" and the lines of railroads upon both banks of that river therefore afforded three lines of communication to Belgium and Holland. Trade soon found these to be sure and safe outlets for exportation, and has freely made use of them. At no time was there a suspension of transportation through these avenues, except during a short time, when all the lines of railroads were wholly and solely appropriated to the conveyance of troops and munitions of war.

Most of the exports from Germany to the United States, during the latter part of the last quarter, have been transported by the way of the river Rhine to Rotterdam, or by the lines of railroad on its banks to Antwerp, and thence to Liverpool, even, notwithstanding its inconvenience and constantly-increased rates of freight, and the delays at each place of transshipment, and the length of time of transportation. This must, however, continue to be the only way of safe transportation during the war, although the ports of Bremen and Hamburg may be opened, as there will be the risk of capture, and the certainty of great delay if the same be captured and taken into port, which no insurance can wholly compensate.

I have the honor to transmit herewith a statement or table, marked A, showing the amounts of the exports to the United States from the city of Frankfort, and also from the districts of the late Duchy of Nassau, and late electorate of Hesse Cassel, during the year beginning October 1, 1869, and ending September 30, 1870. By this table it appears that the value of the whole amount of exports to the United States from the city of Frankfort was fl. 1,575,676 $\frac{5}{8}$ = \$630,270 60; from the district of Nassau, fl. 500,119 $\frac{4}{8}$ = \$200,047 63; from the district of Hesse Cassel, fl. 405,070 $\frac{5}{8}$ = \$1,652,028 04. The increase from Frankfort over last year was fl. 553,517 $\frac{3}{8}$. The decrease from Nassau and Cassel was fl. 265,510 $\frac{5}{8}$ to 136,898 $\frac{3}{8}$. It is possible that some of the exports from the latter have been certified at other consulates. The greatest increase from Frankfort was during the latter part of the year.

as it appears that the exports during the second quarter of the year were fl. 303,951 $\frac{3}{8}$, and the fourth quarter of the year were fl. 564,039 $\frac{7}{8}$, being nearly double in amount. The principal articles of increase were the following, during the third quarter and during fourth quarter:

Cloth, from 3,369 $\frac{1}{8}$ to 29,623 $\frac{3}{8}$ florins; silk and silk goods, from 6,920 $\frac{5}{8}$ to 46,276 $\frac{1}{8}$ florins; hatters' fur, from 74,695 $\frac{1}{4}$ to 159,533 $\frac{3}{8}$ florins; leather, and leather goods, from 150,124 $\frac{3}{8}$ to 216,820 $\frac{3}{8}$ florins; fancy goods, perfumery &c., from 17,532 $\frac{1}{8}$ to 22,921 $\frac{3}{8}$ florins; china and glassware, from 2,785 $\frac{5}{8}$ to 7,031 $\frac{1}{8}$ florins. The greatest decrease has been in the export of wine. This may be accounted for from the fact that fewer travelers have been upon the continent, who buy or order wines either for sale or their own use, and also from the fact that the greater part of the wine region is in the vicinity of the country occupied by troops, and there has been less effort made to sell, on the part of dealers, as they have been more interested and occupied with efforts to preserve it.

There has been a large increase in the exports of jewelry from the manufactories at Hanau. The export during the third quarter was 28,904 $\frac{7}{8}$ florins; the export during the fourth quarter was 59,598 $\frac{1}{8}$ florins. There has also been an increase in the export of agate jewelry, mounted and set in silver gilt, and also unmounted. These are known as agate, onyx, carnelian, green-stone and crystal, and are cut, polished and prepared for market in the towns of Idar, Oberstein, and other villages on the river Nahe, where the agate was once mined and the business of working the stone there found largely established, and is still continued there, although the stone is not now there mined, as the cost of mining from so great depths is very great, and the agate quite scarce. The same stone was brought from Brazil to be worked as an experiment. The result is that agate can be brought from Brazil and worked at these places cheaper than it can now be there mined. All the agate, including the onyx, carnelian, and similar stones now exported from Germany, is originally imported in bulk from Brazil to these places, worked and exported back to America. The amount of exports of these stones in third quarter was 53,626 $\frac{9}{8}$ florins; the amount of exports of these stones in fourth quarter, was 67,773 $\frac{3}{8}$ florins. Kid gloves of cheap qualities, largely manufactured in Cassel, have become important items of export to America. The amount exported during the third quarter was 4,997 $\frac{3}{8}$ florins; during the fourth quarter was 11,089 $\frac{3}{8}$.

These facts demonstrate that the war has not reduced the foreign trade in this part of Germany, but has, on the other hand, tended to increase that branch of business. The cost of transportation of goods by the Rhine, both by water and railroad, to Rotterdam and Antwerp, and thence to Liverpool, always greater than by Bremen to Hamburg, has, during the summer, been increased by the rise of the prices of freight. Shipments have been subjected to great delays and detention at different stations and ports, and have required to be followed with great care and cost to prevent serious loss. Yet, notwithstanding these delays and hindrances and increased cost, exports from Germany have greatly increased in quantity and aggregate value. It will appear that the increase has been greatest in the export of those articles which are or have been manufactured in France, as well as in Germany.

For these classes of goods there has been an unnatural demand. Many stocks in the hands of French manufacturers have been forced upon the markets at reduced prices for cash, or in order to secure them from destruction. Also, many French and German goods, which have hitherto been manufactured for Paris, lost their usual market, and were

sold to England and the United States. Goods made upon orders were hastily forwarded from the country, and many desirable goods were purchased and hurried away from fear of interruption of transportation at some later day. Also, on account of the difficulty and uncertainty of obtaining many classes of goods from the usual manufactories in Paris, necessity has forced purchasers to buy these same goods in Germany. But probably the chief cause for the increase of exports arises from the general belief that there will be a scarcity of German and French goods in the market during the coming year, particularly of those goods made more abundantly in France than in Germany. Never were there upon the continent more merchants than now, for the purpose of buying and ordering German goods. All stocks of goods, in first hands, are sold, and there is scarcely a manufactory in Germany that has not received as many foreign orders as it will be able to execute for many months, and in some cases for the year. This has stimulated manufactories, and in some parts of Germany strikes of workmen have already taken place, and the manufacturers have been obliged to yield to their demands, as they can well afford so to do, on account of the comparatively low price of the raw material at the present time. The fact that large stocks of staple as well as fancy goods have already been purchased by English and American importers, who now hold them in store, and also that large orders have been given for similar goods at present rates, demonstrate that they expect an advance of prices very soon. This expectation may not be gratified, and this class of our community may not realize their anticipated profits during the coming season.

While France has ceased to produce much, or to manufacture much, except articles of pressing necessity, and the amount of the production and manufacture of articles of luxury and taste has become greatly reduced, the market for such articles has also become limited or reduced to about the same extent. The impoverishment of whole nations will take them from the class of buyers as well as sellers. The supply of such goods may still be equal to the demand. It must also be considered that many manufacturing establishments in the portions of France now occupied and controlled by German authorities are resuming business, and will soon be in full operation. Others will not probably suspend at all. Many of such may, and probably will, sell to other places goods which they have hitherto sold only to Paris. It must also be considered that the German population driven from France, or separated from that country, may engage in the manufacture in Germany of the same goods, whether staple or fancy, and bring into Germany the skill and ability which they have acquired by long experience in the manufacture of similar articles in their adopted country. Manufactures thus commenced will continue, as German operatives will be prouder of their country than ever before, and will be less desirous to return to a country which has shown such hostility to them, and where they will be less welcome and acceptable on account of their German origin, and where the same inducement of higher wages and constant labor cannot be secured to them. Many articles, heretofore almost exclusively manufactured in France, may be hereafter made in Germany and sold in Germany. Also many goods heretofore made in different parts of Germany for Paris market and there sold as French manufactures, may hereafter be in part or wholly sold in Germany.

The trade between Germany and the United States will probably continue to increase as manufactures here multiply and new articles of export are created.

There will be a diminution of the amount of manufactures in Europe during the coming year, yet the demand for certain classes of goods will be reduced to such an extent that there need be no material increase of cost to the consumer. It must, however, follow that the withdrawal of so much industry from agriculture, manufactures, and general business must be sensibly felt by the whole world, and most seriously injurious to the parts of the country from which it is so diverted. Ultimately the trade of Germany will be largely increased, the nation will become greater and more important, and receive the notice and patronage of the world. In one respect Germany will present to the world an unusual aspect. It is now very certain that the agricultural products of Germany, for the present year, will not equal its annual wants and may be early exhausted. The stores of hay, straw, grain, and breadstuffs will be quickly drawn into the market and soon exhausted. Supplies must be brought from other countries. Hungary seems to be the most available and most natural as well as the nearest source. This country is said to be large enough and rich enough to supply grain and breadstuffs to all Europe, were it properly developed and well supplied with railroads and the means of cheap transportation. Fortunately, during the past year the crops were there prosperous and abundant. It is therefore possible that enough may be spared from that country to supply the wants of Germany and the eastern parts of France. Much must be exported to West France and other European countries from the United States. But it is extraordinary for Germany or even France to fail in supplying itself with its annual needs of agricultural products. The continual drought was very disastrous, and may never occur again so severely. The declaration of war had a different effect upon the retail trade of Frankfort. Traders who depend mostly upon the custom of travelers and strangers were at once subjected to great sacrifices and loss. They at first were alarmed for the safety of the large stocks of goods which they had purchased in the expectation of rapid and profitable sales to their expected customers, and were strongly inclined to secrete the most valuable portions of them. Some quickly transported costly jewelry and articles of great value, but of little bulk, to England and other neutral countries. Wine merchants built sub-cellars, and erected walls across their cellars for false ends, and resorted to various means to secure those goods which would most likely attract the notice and gratify the tastes of an invading army. The same panic seized travelers and strangers. Those who had reached the continent seized the quickest ways of abandoning it while chances of escape remained open, and all means of transportation were taxed to their utmost to convey them away; while those who had not yet started for the continent thought themselves fortunate and remained in safer countries. The retail traders thus lost the greater part of their expected sales and anticipated profits, and the greater portions of their stocks remain over for the hopes and risks of another year, the amount of goods sold during the present season not being one-fourth of the amount usually sold. Notwithstanding the successes of the first movements of the German army satisfied the whole world that no hostile force would overrun or reach this country, still travelers avoided the country from the dread of annoyances and discomforts that the presence of a moving army would constantly subject them to, particularly while traveling upon the railroads.

The quantity of goods, of various kinds, annually sold in Frankfort to American travelers is in the aggregate very large—much more so than one would conjecture who could not have occasion to observe and

inform himself by observation. The principal street of the city, called the Zeil, offers as many attractions as any street of the same length in any other city of Europe, and is examined with great interest by persons who travel and purchase. The principal articles sold are jewelry, antiquities, Dresden and porcelain ware, Bohemian glass, laces, linens, wrought goods, fancy articles of every material, wines, &c.

Notwithstanding the unusual dullness prevailing in the local trade, the famous spring and fall fairs were held this year which are usually held in Frankfort. At a time when such fairs were almost the only places and times for buying and selling goods, in large or small quantities, the Frankfort fairs were as notorious and extensive as any of those of any other part of Europe. They, however, have now gradually declined in importance and interest, owing to the changes of trade caused by substituting stores and places for selling and buying wares and goods in every village. These fairs are not now of much importance, except as they bring people together from different countries and sections, and enable them to ascertain the state of the country as to stocks and goods of different kinds, and prospects of the future, and fix the prices for the coming season. The fairs of the present year were well supplied with goods, considering the times, and sales fair. The spring fair was quite satisfactory to dealers, although the business done was not very large. Many who usually attended the fair remained at home to prepare for summer articles of trade, which then promised to be quickly wanted. Purchasers were therefore fewer than usual. The sale of English fancy articles and French cambrics and light goods was extensive, while that of common calicoes was small. Figured and fancy summer cloths, for gentlemen's use, were well disposed of, while plain styles were little sold. Common and middling qualities of cloth and buckskins were all sold, while finer qualities were much less in demand. The result of the fall fair was less satisfactory, both as to number of visitors and purchasers and the extent of transactions. The apprehension of a want of success was so universal that it would not have taken place, except to create an excitement in business and prevent discouragement. The business in cloth and buckskins and manufactured goods of inferior qualities was large at reduced prices. Goods adapted for hospital purposes and mourning goods were also extensively sold for retail use. The amount of goods of different kinds offered was small, and it appeared as if the stocks in the manufacturers' hands must have then been quite small. The leather fairs were perhaps the most important parts of the Frankfort fairs. The spring sales were quite satisfactory and remunerative. Before the time of the holding of the fall fair had arrived, the French and German hostilities had commenced, and very extensive purchases had been made, and orders given for leather for army and field uses directly at the factories and tanneries. But little of certain kinds of leather could be therefore offered at the fall fair. Had this fair been held a few weeks sooner, all these stocks of leather would have been brought to the fair and sold to Frankfort dealers, and Frankfort would have realized the profit of the advance in that class of goods, instead of the manufacturer reaping the whole advance.

The following are the comparative prices per hundred-weight at spring and fall fair in "small thalers" of $\frac{1}{2}$ guilders, or 60 cents:

	Spring fair.	Fall fair.
Wild sole leather, first quality	57- 59	63- 66
Wild sole leather, inferior quality	51- 55	57- 62
Wild cow leather, first quality	59- 63	63- 66
Wild cow leather, inferior quality	54- 58	57- 62

	Spring fair.	Fall fair.
Tame sole leather, heavy quality	52- 56	54- 57
Tame sole leather, lighter quality	48- 52	51- 54
Vache leather	54- 62	52- 59
Harness leather	50- 54	52- 56
German neats leather	62- 76	66- 80
Calf leather, according to quality	90-150	80-140

Another large branch of business established in Frankfort is the buying and selling of cattle. A cattle market is held every Monday. Cattle are brought from the country, including a circuit extending east and south to Bavaria, and even into Austria, and purchasers come great distances from the north, south, and west, including the Rhine provinces. The business done is very large, as all the surrounding country is here supplied with beef. The whole money transactions are done at one and the same place, and all contracts for payment of money are payable at that one spot in the city of Frankfort.

Since the commencement of the war the prices of beef cattle have risen from 15 to 25 per cent., the supply having diminished. The retail prices of provisions as well as the cost of groceries and fuel, and about all the necessaries of life, have also increased from 15 to 25 per cent. The poor therefore are in want and suffering. Families, whose relations on whom they depend are now engaged in the war or have already fallen, are forced to hard out-door labor or aided by private charity, as the governments do very little for their soldiers' families. The necessities of the poor here have driven them to the same diet as is now practiced in the beleaguered cities of France, and the use of horse-flesh as an article of food.

The slaughtering of horses for their flesh has become an established business in the village of Saxenhausen, a suburb of Frankfort, where very many poor people reside, and the meat is regularly sold in the market at prices varying from 6 to 12 kreutzers (6 to 8 cents) per pound, according to the piece or cut.

The wants of the army have, of course, drawn the greater portion of the beef cattle in their course, and the quantity left for the community at home is of a poorer quality and much limited in amount. The number easily obtained in the country was soon consumed, and it soon became necessary to drive or transport from greater distances. Afterwards it became necessary to make arrangements for the more abundant supply not only to the army but for the country. Thus it happened that many cattle were transported from Hungary, both on account of their supposed superiority and also their, at first, comparative cheapness. The rinderpest is said to have first shown itself among some cattle transported from Hungary into Rhenish Bavaria, west of the Rhine; for the army there. The local authorities took, at once, the usual precautions to prevent the spread of the fatal disease, such as at once killing the cattle supposed to be infected, seclusion, and fumigation. The stringent measures adopted limited the disease mostly to the section of the country where it first appeared. It did not spread there to any extent worthy of notice, and did not excite the notice of any but the local authorities of the villages close by. A few isolated cases occurred in Baden and Hesse-Darmstadt, but caused no alarm there. It is not certain whether the cattle affected brought the disease from Hungary or whether it was generated and developed after their arrival, on account of change of region, want of food and attention, or arose from other causes, which might have been avoided. No case of the sickness has occurred in this neighborhood, neither is it

now feared more than usual. No anxiety is felt and no more cases are expected. It is said that such isolated cases are constantly occurring everywhere. The war has necessarily imposed great expenditures, by way of charities, upon the people of Frankfort. First by way of voluntarily supplying with food the hundreds of thousands of soldiers who passed through the city to the field of battle; then by relieving the wounded as they returned from the scenes of the war, and feeding suffering prisoners as they were transported to the city, and then preparing clothing and medicines for the sick and wounded as they returned destitute; and, finally, by establishing hospitals for the proper care of the suffering soldiers; all of which were the results of voluntary contributions of money and labor. Then came the burden of prisoners, who, although sustained by the government, have nevertheless thrown upon the people the burden of quartering the soldiers, whose barracks the prisoners now occupy. As yet no epidemic has arisen from the numbers of sick and wounded in our villages, or the prisoners so densely crowded into the fortified towns. Efforts are being made to induce prisoners to labor upon the public works and projected improvements of our cities, with prospects of fair success. If thus public works, which the war has brought to a stop, shall receive some progress, there will be the consolation that some good is accomplished, and the prisoner is relieved from the misery of idleness, by the temptation of profit and gain to himself. It is hoped that in some way the country may soon be relieved from the burdens now upon it. The fears excited and the embarrassments existing at the early stage of the war caused an extraordinary demand for passports by travelers who had failed to take with them passports from the Department of State, and by native and naturalized American citizens who had resided in European cities many years without passports, or with passports so old that they hardly were evidence and certainly no proof of citizenship at the present time. There was no difficulty in travelers being able to establish their citizenship and obtaining the necessary passports. The rights of native-born Americans and naturalized citizens who had resided abroad for a great many years, perhaps married foreigners, and raised families of children here, and had lost all connection with the United States, were more uncertain. Many held only certificates of naturalization, others held passports signed as far back as the time of John C. Calhoun as Secretary of State, and seemed to consider that the older the date of their passport, the stronger it proved their citizenship. All claimed to be still American citizens—the native born because they had never been naturalized in any other country, and the naturalized because they had not resided here “with the intent not to return,” although they might have no intent to return, and could not claim one place more than another in America as their places of residence, and every vestige and trace of their former residence was effaced. Many applied for new passports. But when it was clear that there could be no present necessity for seeking the protection of the flag, they found that the government here, ever ready to respect the rights of the foreigners, regarded a passport of any date, or even a certificate of naturalization as proof of citizenship. They, however, say that a strict enforcement of the treaty of 1868, as to domicile, would be very hard upon them. I believe that Germans who have been naturalized do not return with the intent to renew their residence, for exemption from certain taxes and from military duty are allowed to foreigners and their sons, and I also believe that they exempt themselves from all burdens and taxes imposed upon citizens of the United States abroad, while they

adhere to all the rights. In all applications for passports, I have taken the statements of parties and other evidence, and forwarded the same to the minister, at Berlin, of our Government. I have issued no passports, although I am informed that some other consuls have done so. I considered that the reasons for limiting the issuing of passports to public ministers would apply particularly to times when there were reasons why persons would assert false or abandoned claims of citizenship to serve monetary interests, and close scrutiny and sound discretion as well as knowledge of law was necessary. I think that the Americans here have observed a rigid neutrality during the war, and have been very charitable. The people of every part of Germany are beginning to realize great benefits from a more perfect union or consolidation of their different states. The war will undoubtedly hasten the adding of the southern states of Germany, which event would have soon occurred as the effect of the laws of trade and commerce, and the belief of its tendency to promote their industrial and personal interests. The intercourse between the different states of Germany is so great, the identity of people, business and habits so marked, and the fact that no public work of any kind is complete within the territory of any one state, but depends upon its connection with some similar work in an adjoining state for the least utility, as illustrated in its railroads, all tend to the certainty of the necessity of their being a common power. This may finally result in an empire as the conclusion of their best interests in the course of time. The last Reichstag adopted many laws of general character, such as a general criminal code, a German commercial code, provided for free choice of domicile, the right of acquiring real estate, and practicing a trade anywhere; removed civil and religious disabilities; abolished repeated taxation on the same income, a maximum interest on money, arrest for debt, and the attachment of workmen's wages, and passed similar laws for the good of the citizen.

I close this report with the expression of the belief that much of the change that has taken place and is progressing in Germany is the result of its greater intimacy and acquaintance with our Government, our laws and our institutions, and the greater intercourse of its people with our people. That the government is advancing the rights and privileges of the individuals, and that the individual is extending the business, the industrial interests, and the trade and commerce of the country, and in his turn advancing the government, is plainly apparent. And in no part of Germany will there be greater progress, in every respect, than in this region, where exists, to so great an extent, so much of the means necessary for the development of great interests.

W. P. WEBSTER.

A.

Exports from the city of Frankfort-on-the-Main, and also from the districts of the late Duchy of Nassau, and the late Electorate of Hesse Cassel, to the United States, from the 1st of October, 1869, to the 1st of October, 1870.

Articles.	From Frankfort-on-the-Main.	From Nassau.	From Hesse Cassel.	Total.
	<i>Fl. kr.</i>	<i>Fl. kr.</i>	<i>Fl. kr.</i>	<i>Fl. kr.</i>
Leather, hides, and skins	566,839 31	94,495 0	7,928 35	599,186 6
Jewelry	8,007 24	291,325 0	183,552 35	417,684 59
Hare's and hatters' fur	389,505 56		4,954 0	394,459 56
Wine, brandy, and cider	76,476 31	124,431 46	5,261 0	206,169 17
Linen, woollen, and cotton goods	126,190 42	45 8	57 34	126,293 24
Human hair and hair-work	535 20	11,427 41	87,430 53	99,393 56
Leather goods	70,628 18			70,628 18
Cloth	35,444 15	1,840 23	26,869 42	64,154 90
Colors and dyes	441 12	59,188 21	69 45	59,699 18
Silk and silk goods	57,856 8			57,856 8
Iron and hardware	49,686 42	347 30	5,932 14	55,966 26
Fancy goods	49,990 48		1,417 37	51,408 25
China and glassware	35,327 40	1,863 52	13,874 55	50,496 96
Marble pipes		30,993 10	15,385 3	46,378 13
Drugs and chemicals	43,401 32	1,309 44	1,412 45	46,124 1
Glass	35,067 51		4,961 0	39,328 51
Kid gloves			27,222 23	27,222 23
Toys			11,886 13	11,886 13
Marble blocks, cement, &c		9,654 16		9,654 16
Stationery, books, prints, &c	8,143 6	209 42	522 21	8,875 9
Mineral water	5,411 0	2,589 55		8,000 55
Frankfort printing black	7,975 5			7,995 5
Porcelain furniture nails			4,220 44	4,220 44
Soap and perfumery	3,663 10			3,663 10
Type, copper matrices, &c	1,628 18	765 45		2,394 3
Emery stones		1,520 0		1,520 0
Sundries	3,463 29	3,982 48	2,740 44	10,187 1
Total for 1869-'70	1,575,676 56	500,120 1	405,070 5	2,480,867 4
Total for 1869-'69	1,022,159 19	765,640 18	541,368 32	2,329,168 9
Increase of 1869-'70	553,517 39			151,698 55
Decrease of 1869-'70		265,520 17	136,298 27	
EXPORTS.				
During first quarter	343,820 31	118,623 17	97,514 59	559,958 47
During second quarter	303,951 36	91,026 2	85,901 57	480,879 35
During third quarter	363,865 44	149,788 31	87,567 44	601,221 59
During fourth quarter	564,039 7	140,661 30	134,085 25	838,806 2
Total for 1869-'70	1,575,676 56	500,119 20	405,070 5	2,480,866 23

HAMBURG.

Statement showing the exports from Hamburg to the United States during the year ending September 30, 1870.

Goods.	Quarter ending December 31, 1869.	Quarter ending Mar. 31, 1870.	Quarter ending June 30, 1870.	Quarter ending September 30, 1870.	Total for year.
	<i>Marks banco.</i>	<i>Marks banco.</i>	<i>Marks banco.</i>	<i>Marks banco.</i>	<i>Marks banco.</i>
Spelter and zinc.....	247,989 14	52,798 9	241,094 10	141,112 9	682,993 10
Coffee.....	200,817 3	12,544 11	444,613 4	.....	663,975 2
Rags and paper.....	154,843 14	63,893 15	189,137 1	159,549 4	560,544 2
Bristles.....	63,840 12	168,969 13	179,054 14	133,403 9	545,269 0
Fruits, vegetables, and seeds.....	196,216 5	56,533 3	154,583 10	79,308 12	477,641 14
Hair-cloth.....	117,651 6	101,419 1	78,908 13	142,281 12	440,254 0
Woolen, linen, and cotton goods.....	75,184 14	86,032 0	111,506 1	97,297 10	370,020 9
Horse hair.....	77,685 7	30,899 7	65,189 3	171,822 19	345,595 13
Drugs, dyes, &c.....	105,011 3	70,655 13	67,822 13	48,704 13	292,194 10
Human hair.....	23,874 15	63,569 4	98,811 10	54,453 10	240,709 7
Iron.....	43,109 7	57,758 3	88,700 4	49,919 7	239,487 5
Gloves.....	36,108 0	52,011 5	51,874 0	65,656 14	205,653 3
Wine and spirits.....	33,516 7	36,653 4	35,678 12	13,184 3	119,038 10
Feathers.....	17,067 3	42,959 13	26,511 1	30,464 5	117,009 6
Woolen and cotton yarn.....	38,708 4	3,928 11	23,314 4	44,559 7	110,510 10
Artificial manures.....	19,874 3	31,218 13	32,915 11	23,739 4	107,747 15
Fancy goods.....	45,076 4	5,643 9	19,957 1	36,374 3	107,051 1
Lead.....	57,907 4	10,515 5	6,541 10	10,122 4	85,086 7
Fish.....	30,632 12	23,683 6	14,344 13	13,248 11	81,909 10
Sugar and sirups.....	16,256 11	28,465 1	3,958 12	10,318 10	58,999 2
Furs and skins.....	2,113 0	18,371 1	22,162 7	3,499 15	46,146 7
Ivory.....	11,349 11	6,710 8	5,554 12	6,990 6	30,598 5
Walking canes.....	9,072 0	4,109 9	8,014 8	4,914 1	26,110 2
Canvas.....	2,408 12	4,372 4	11,126 7	6,063 10	23,991 1
Musical instruments.....	6,683 1	5,854 14	4,810 1	5,429 12	22,777 12
Black lead.....	2,393 3	.....	13,053 13	2,450 8	18,027 6
Works of art.....	7,036 15	2,197 5	2,094 14	6,103 15	17,433 1
Sundries.....	145,978 12	175,152 4	145,330 6	150,796 9	617,257 15
Total.....	1,788,610 10	1,222,841 15	2,146,684 7	1,493,793 11	6,653,930 11

EDWARD ROBINSON.

LEIPSIC.

*Statement showing the description and value of exports from the Leipsic consular district to the United States during the nine months ending June 30, 1870.**

Woolen goods.....	\$370,551 60
Furs and skins.....	273,119 32
Hosiery and cotton ware.....	136,742 63
Books, periodicals, and other printed matter.....	116,477 63
Maps, pictures, and paints.....	33,723 74
Musical instruments and materials.....	122,718 39
Silk, thread, laces, and trimmings.....	164,772 04
Drugs, medicines, and dye-stuffs.....	48,483 66
Kid, cheveril, gloves, &c.....	50,951 21
Human hair.....	17,500 92
Toys, dolls, and fancy paper ware.....	13,427 81
Miscellaneous.....	47,089 40
Total dollars in gold.....	1,395,558 35

* Compiled from the quarterly returns of Mr. M. J. Cramer.

NUREMBERG.

OCTOBER 15, 1870. (Received November 8.)

ROTTER'S CRYSTAL COLORS.

This new species of colors is manufactured at Amberg near Nuremberg by Mr. Frederick Rotter, from a rare specimen of *mica*, which he obtains principally in the mountains of the Ober-pfalz or Upper Palatinate of Bavaria, a district of country which abounds in all kinds of fossils and rare stones. Mr. Rotter was employed a few years since in manufacturing colors for decoration, and two years ago he made the experiment upon crystal colors with *mica* or *glimmer* taken from the neighborhood of the Lake Baikal, and his experiment proved highly satisfactory. He is now in the possession of extensive and well-secured territories within and beyond Bavaria, containing rich deposits of mica, suitable for his purposes—far superior, in his judgment, to the mines of Saxony or Sweden.

The silica or mica was often found in ledges of rocks, and even upon newly made roads, but no one had conceived the idea of its value as a coloring agent, until Mr. Rotter made the experiment, as above stated. It is now used in the decoration of churches and theaters, (and with good success for fairy scenes for the latter,) for wall paper, window-shades, and fancy pictures. It is valuable for its durability, as it will stand a glowing heat, and therefore it will find an extended application in the manufacture of artificial flowers, and other articles of millinery, as these colors stand the heat of the melting resin, and for the same reason it will be found useful in the manufacture of sealing-wax. It is also valuable in the manufacture of dolls and toys of various descriptions, also of fancy buttons, &c. On applying it as a medium in the manufacture of colored gelatine, excellent crystallizations are produced, suitable for many fancy articles. When used with damar varnish, these crystal colors give a fine and durable polish to all articles composed of metal, such as lamps, lamp-stands, boxes, toys of tin, and figures in metal or plaster. It is also used profitably upon photographs, vases, and windows. By its application the aniline colors, which have been but little used in the manufacture of paper hangings, are rendered serviceable in this branch of industry. It distributes the aniline color, with its light silver glimmer and bright metallic luster, and secures durability in the process.

The sheets of mica are obtained in the mines only with the greatest difficulty, as they are often imbedded in the hardest quartz, which must be blown out and into pieces with gunpowder. When blown into small blocks, little boys are employed in breaking out the crystals. It is then taken to Rotter's manufactory at Amberg, where it undergoes many processes of purifying and diminishing, passing through some fifty hands, when it is made and put up in packages of "crystal colors."

Mr. Rotter has already obtained letters-patent from the governments of Bavaria, Württemberg, Baden, Austria, Hungary, and France, and at this time his colors are on exhibition at the International Exhibition at Cordova, Brazil. It has been taken or sent to North America yet, only through one house, the Messrs. Marsching & Co., No. 42 John street, New York; but I shall not be disappointed if it should become quite an article of export to the United States when its peculiar properties and its extensive application are fairly understood and appreciated by those manufacturers who use fine and fancy colors.

SONNEBERG.

NOVEMBER 14, 1870. (Received December 10.)

It will be observed that, in spite of the depressing effect upon trade resulting from the war, the absolute exclusion of freight from the railways during the first five weeks of hostilities, and the subsequent uncertainty, difficulty, and delay which attended, and which even now attend, the forwarding of goods to the seaports, the value of exports from this consular district during the last commercial year exceeded that of the shipments of the years 1868-'69 to the extent of 255,159 florins, or, in round numbers, \$102,000 in gold.

It is impossible for me to give even an approximate idea of what the exports to the United States would have been if trade had been uninterrupted. I am quite certain, however, from the facts brought to my knowledge from various quarters, that if the war had not occurred the shipments would have far exceeded anything known before.

Unfortunately, however, for the prosperity of the merchants, manufacturers, and operatives of Thuringia, the busy season was suddenly checked on account of the impossibility of sending goods away. True, soon after the blockade of the German ports an occasional opportunity of forwarding freight to America via Rotterdam presented itself. It was soon found, however, that the resources of the railroads were not, and still are not, adequate to supply the needs of the army as well as the wants of the mercantile classes. The difficulties connected with the transportation of goods, and the alleged extraordinary expenses attending their shipment at Rotterdam, in addition to their detention in transit to that port, led to the countermanding by American merchants of a very large number of orders which were given for goods required for the holiday season. This difficulty in regard to the movement of freight is the only trouble which the war has entailed upon the trade of this district; but this alone has caused a great deal of distress among the working classes, who are thrown out of employment by the refusal of merchants to add to their stock, when they find it almost impossible to send their goods away.

With these explanatory remarks I have only to refer you to the accompanying table to give you a correct view of the last commercial year's business, particularly as the trade of this consular district with the United States is confined to exports entirely, no products of America being sent here.

H. J. WINSER.

Exports from the consular district of Sonneberg to the United States during the four quarters from October 1, 1869, to September 30, 1870, compared with the preceding year.

	Quarter ending Decem- ber 31, 1869.	Quarter ending Decem- ber 31, 1869.	Quarter ending March 31, 1870.	Quarter ending March 31, 1869.	Quarter ending June 30, 1870.	Quarter ending June 30, 1869.	Quarter ending Septem- ber 30, 1870.	Quarter ending Septem- ber 30, 1869.	Total for the year end- ing Sept. 30, 1870.	Total for the year end- ing Sept. 30, 1869.
Dolls. tovs	\$68,499 51	\$64,663 37	\$70,796 45	\$46,971 17	\$205,990 15	\$371,699 09	\$373,843 96	\$331,419 31	\$1,048,190 17	\$814,059 34
China ware	45,567 58	16,151 06	33,071 05	30,851 17	148,136 96	164,489 92	173,737 91	170,046 39	400,519 59	381,511 14
Glass beads	3,493 47	329 00	2,175 83	1,980 18	4,369 43	6,009 11	4,371 17	6,660 34	14,058 93	6,608 35
Glassware	2,089 30	1,043 51	2,595 82	1,080 36	5,687 07	6,077 04	4,051 17	6,970 00	14,093 93	17,473 07
Sticks and slate pencils	1,970 19	0,440 31	10,357 54	17,963 13	13,395 46	98,019 33	3,079 16	8,359 56	92,136 15	69,409 59
Meerschaum and other tobacco pipes, &c.	90,633 38	59,109 14	19,098 40	59,067 19	13,750 03	99,089 33	33,545 37	171,590 36	70,967 59	191,748 77
Cotton hose	108,604 24	60,907 49	152,966 53	109,146 93	159,337 49	66,141 85	35,976 01	191,549 46	419,179 07	399,645 56
Kid gloves	8,036 36	9,968 19	15,791 19	8,013 34	19,679 39	16,089 59	58,993 46	14,739 39	109,454 15	49,523 10
Shoes	3,594 58	1,910 52	15,401 69	15,736 48	1,954 86	1,900 35	38,993 37	1,940 09	41,179 16	34,807 04
Drugs	4,798 08	1,118 49	6,615 09	8,991 97	3,899 96	1,779 41	7,363 00	6,609 33	19,603 39	15,394 36
Paints	4,716 90	1,016 90	6,729 98	8,323 06	6,640 11	10,037 46	4,036 06	1,569 01	92,645 05	90,856 03
Vermillion	6,159 09	94,999 09	19,999 09	17,691 90	91,999 91	97,707 56	9,853 36	18,999 40	52,986 59	69,649 18
Grain	6,159 09	1,294 07	1,591 11	2,434 53	9,364 35	6,073 31	37 30	6,303 18	10,173 03	1,037 46
Grain goods	8,477 08	3,010 14				6,541 30			10,173 03	1,037 46
Woolen goods	40,837 59	93,635 06	39,769 19	50,566 34	40,319 25	99,155 51	91,947 01	94,140 59	141,613 37	111,496 93
Sundries										
Total	379,996 86	267,672 65	385,943 70	316,107 58	990,899 90	791,604 35	792,966 59	767,654 50	2,418,707 35	2,163,547 82
Increase										
Decrease										

WÜRTENBERG.

*Statement showing the description and value of exports to the United States from Württemberg during the nine months ending June 30, 1870.**

Description.	Value.
	<i>Florins.</i>
Corsets	1,723,592.33
Wines and liquors	75,610.46
Drugs	13,733.55
Cotton goods	42,702.00
Woolen goods	628.01
Mixed goods	2,456.28
Books, &c.	19,564.40
Leather	44,591.25
Dried fruit	121,053.58
Jewelry	20,621.54
Metal ware	5,343.37
Colors	62,046.21
Toys	2,791.08
Sundries	40,478.08
	2,175,214.54

* Compiled from the quarterly returns of Mr. E. Klauprecht.

Navigation and commerce of the United States with Germany for the year 1870.

PORTS.	VESSELS.				CARGOES.				
	ENTERED.		CLEARED.		INWARD.		OUTWARD.		
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	Description.	Value.
GERMANY. Year ending September 30. *	3	Philadelphia.	5	England	5	Petroleum, 25,466 barrels	\$56,140 00	Ballast	Not given.
	5	New York	1	Philadelphia	1	Logwood		Mixed cargo	do
	1	Savannah	2	Shields	5	Cotton, 19,555 bales	1,980,000 00	General cargo	do
	1	Mobile.	4	Cardiff	2	Cotton, 3,774 bales; tobacco, 30 hogshheads.	700,000 00		do
	5	New Orleans.	3	Newport.	1	Cotton, 500 bales; tobacco, 277 hogshheads; 5,000 staves.	Not given.		
	1	Macao.	1	New York	2	Not stated	do		
			4	Not reported.					
	16		20		16		2,016,140 00		

* Classes of vessels entered not specified. Cleared : Not specified. Aggregate tonnage, 13,638.

Navigation and commerce of the United States with Germany for the year 1870—Continued.

PORTS.	VESSELS.				CARGOES.				
	ENTERED.		CLEARED.		INWARD.		OUTWARD.		
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	Description.	Value.
HAMBURG. Year ending September 30.*	13	Callao	1	Hong-Kong	21	33,710 tons guano	\$1,866,300	4,907 tons general cargo	Not given. Not given. Not given.
	3	Guanape Island	1	Rangoon	2	800 tons mahogany	Not given.	1,380 tons rock salt	
	4	Baker's Island	13	Cardiff	2	800 tons logwood	do	Ballast	
	2	Tupico	3	New York	2	{ 1,025 tons mahogany	do	{ tons table salt	
	2	Santa Anna	2	Shields	2	{ 40 tons logwood	do	{ tons general cargo	
	1	Boston	1	Amoor River	1	{ 140 tons general cargo	do	Sold	
	3	Philadelphia	3	New Orleans	1	{ 123 tons logwood	do	Not reported	
	1	The sea	1	San Francisco	3	835,923 gallons refined petro- leum.	do	Salt	
	1	Kingston, Jamaica	2	Sold	1	Ballast	34,300		
	1	Honolulu	2	Baker's Island					
	1	Bongat	2	Newport, Wales					
			1	River Tyne					
			1	Buenos Ayres					
			1	Bremerhaven					
			1	London					
		33		35		33	1,900,600			4,869

*Classes of vessels entered: 21 ships, 10 barks, 1 schooner. Classes of vessels cleared: 22 ships, 11 barks, 1 schooner, 1 ship sold. Aggregate tonnage, 32,877.03.

GREAT BRITAIN AND IRELAND.

THE TRADE OF 1870.*

The subjoined extracts of reports from British commercial firms, describing the course of business in 1870, show that in nearly all cases, notwithstanding the war on the continent, it has been as favorable as was anticipated from the prospect of the markets at the commencement:

COTTON GOODS.—(From Mr. Sam Mendel.)—Toward the close of 1869 the trade of the Manchester district entered into a much healthier state, so far as the position and prospects of spinners and manufacturers were concerned, and it is satisfactory to be able to report that the improvement has been maintained throughout the year. In January, when it became known that the stocks of yarns and goods in Calcutta, on the 31st of December, were much smaller than what was generally anticipated, a large business was transacted at advancing rates, until quotations showed a rise of $\frac{1}{4}$ d. to 1d. per pound for mule yarns, and 3d. to 6d. per piece for shirtings. In March, toward the close, prices moved in sympathy with cotton, which fell $\frac{1}{4}$ d. to $\frac{1}{2}$ d. per pound. In April there was a general revival in demand for all parts, but chiefly for India and China, and spinners and manufacturers were placed more and more under contract, until they hesitated to accept further orders. In June there was a remarkable revolution in opinion as to the future course of prices, and by the end of the month a decline of $\frac{1}{4}$ d. per pound was established in American cotton. The fall in yarns and goods was not nearly so rapid, and we should probably have witnessed a reaction had it not been for the outbreak of war between France and Germany in July, which created almost a panic, and a further fall of 2d. to $\frac{1}{4}$ d. per pound in cotton, and of 1s. to 1s. 3d. per piece in shirtings. By the end of the month prices touched their lowest point, from which, as each successive German victory was announced, there was a recovery to the extent of 1d. to $\frac{1}{2}$ d. in yarns, and 6d. to 9d. in shirtings, but toward the close of August the feeling was not so good, as it was found that the declaration of war had had a most prejudicial effect on the Indian import markets. On the 3d of September the announcement that the Emperor of the French and the army of Sedan had surrendered to the King of Prussia caused great excitement. Many at once jumped to the conclusion that the war was over, and at first it looked as if we would have a smart advance, but the events of the subsequent few days soon dispelled the hope of peace. Business throughout the month partook of a dragging character, and at the close a decline of $\frac{1}{4}$ d. to 6d. per piece in shirtings was established. The market continued weak up to the 15th of October, when negotiations for an armistice produced an active demand for cotton in Liverpool, at advancing rates; and the decline noted in September was almost recovered. The fall of Metz, at the close of the month, gave additional hopes of peace, and a good demand was experienced; but on the 7th of November news was received that negotiations had been finally broken off, when our market relapsed into a state of inactivity, and prices had a declining tendency. There was no pressure to sell until the 14th, when Europe was startled with the announcement that Russia had intimated her withdrawal from some of the more important provisions of the treaty of 1866. Since the middle of November the receipts of cotton at the American ports have been very heavy, and it is almost surprising that prices have been so well maintained up to the end of the year, for which we are chiefly indebted to the extensive demand that existed for China throughout the month of December. The market has been quite cleared of stocks of shirtings, T-cloths, and drills, for shipment to that quarter, and manufacturers have been placed under contract for several weeks to come. The shipments of plain cottons and yarns in 1870 have been largely in excess of 1869 to nearly all parts, and the bulk of the exports to the East have been sent via Suez Canal. Shippers have shown the greatest confidence in the Calcutta market; but their sanguine expectations have not been realized, and a curtailment of the exports to that market appears to be the only remedy to bring about remunerative prices. The exports to Bombay were light up to the last three months of the year, but prices there have not shown a profit on those ruling here. The most satisfactory feature in connection with our trade is the great increase in our supply of cotton, but it will probably not prove too much for the consumption of the world, at present prices, should peace be shortly restored on the continent.

SUGAR.—(From the *Produce Markets Review*.)—The halving of the duties has been the chief event of the year in the market, and as the war has depressed the bonded price of moist sugars, which form three-fourths of the consumption, the public have

* From the "Times" of January 10, 1871, transmitted by Mr. Benjamin Moran.

reaped more than the full benefit of the reduction. A large and satisfactory increase in the deliveries for home use has followed, and is, we think, likely to prove progressive if present rates are maintained. It might have been thought that the withdrawal of so many hands from the beet fields of France and Germany and the occupation of so large a portion of France would have materially lessened the European sugar crop, but no appreciable effect of the kind has been produced, and, on the contrary, the yield will be the largest ever known. From various causes arising out of the war, unusually large supplies of cane and beet sugars have been sent to England, and our consumers have benefited greatly in the prices of all kinds until quite recently, when the entire stoppage of the French refineries, and particularly of those of Paris, has commenced to be felt in loaf sugar. Moist sugars, which form by far the most important part of the English trade, have fortunately not been affected, as raw sugar and pieces are depressed, and not raised by the withdrawal of the usual competition from French purchasers. The French refiners, in their special sphere of loaf-sugar makers, cannot, however, be replaced at the moment, as the manufacture of stove sugar requires expensive machinery, which it will not pay to put up to meet a passing want. The consumption of France and Germany differs altogether from ours, as it consists almost entirely of loaf sugar, and, although it will no doubt fall off from the effects of the war, the withdrawal of a large portion of the immense supplies generally turned out by the French refiners for export must continue to have a material effect on the market. At the present high prices the public only benefit 1s., or at most 2s. out of the 6s. reduction in duty on loaf sugar, and may for a time lose even more. Other sugars, and especially pieces, are remarkably cheap, and in some cases are even 1d. per pound, or 25 per cent. lower than last year, and the British consumption bids fair, therefore, to continue on a large scale. Turning to the general position of sugar, we regard it as satisfactory, as, instead of the production gaining ground on the consumption, as it did a year or so ago, the contrary has been the case for the last year or two.

SILK.—(From Messrs. Jacob, Hogg, & Co.)—For the first six months there seemed no possibility of any disturbance to the peace of Europe, and under these favorable circumstances the silk trade flourished. In July, caught as it were in the zenith of its prosperity, it felt the shock severely for a moment, but so sound was the position of the article that confidence generally was unshaken, and although some parcels were forced off at a fall of 3s. to 4s. per pound, but few holders would submit to this decline, and the market speedily recovered a considerable portion of the lost ground. The war has now lasted between five and six months, during which period, notwithstanding the astounding events that have occurred, the fluctuations in China silk have been very immaterial, and a range of prices has been maintained which, under such circumstances, might have been considered as quite impossible.

SHIPPING.—(From Messrs. Galbraith, Stringer, Pembroke, & Co.)—During the year the employment for sailing vessels has been of a very unremunerative character. Steamers engaged in short voyage trades have been profitably employed, but in the East India and China trades the excessive competition via the Suez Canal has brought down both outward and homeward freights to an unprofitable point. The successful opening of the Suez Canal and the lessened consumption of fuel by the now general adoption of the "compound" engine, induced a popular, and, to a considerable extent, fallacious opinion that the carrying trade of the world would immediately be done solely by steamers, the consequence being that a very large construction of vessels of this description is now going on, while there is hardly a sailing ship building. That there will be a plethora of steam tonnage during 1871 we very much fear, and this will also, doubtless, materially counteract the benefit sailing ship owners would otherwise naturally have derived from non-production. The outbreak of the war, and the uncertainty at the time as to other nations being involved, produced some activity in freights, especially in the grain trade; subsequently the restricted commerce which ensued more than counterbalanced the virtual exclusion of German shipping, and for three or four months there has been great dullness generally. There is now some animation. The German mercantile marine amounts to about 1,260,000 tons, the greater part of which is at present laid up. The Suez Canal has continued in good working order throughout the year, and since its opening, in November, 1869, the amount of steam tonnage which has left England for the East by this route exceeds 170,000 tons register.

HIDES.—(From Messrs. Culverwell, Brooks, & Co.)—The progress of the gigantic struggle on the continent of Europe has been anxiously watched by our importers and manufacturers, and its influence on prices has tended to modify the almost general impression that war must enhance the value of material for the manufacture of leather. Upon the declaration of war, the opinion prevailed that the conflict would be rapidly transferred to German territory, and had this been the case, our largest buyers would have been excluded from our markets. To the uncertainty of the course of events must be attributed the serious depression of July, when, in addition to a sudden fall in prices, an accumulation of stock resulted, which, checking the recovery of value, still exercises an important influence. The unexpected and decisive successes of the

German forces influenced our markets favorably, and a rally in prices ensued, which has been fairly maintained, until values of most descriptions of good quality rule as high as before the war. The past year has been highly favorable to our manufacturers. With a good general home demand, the requirements for military purposes enabled our tanners to clear out old stocks of heavy leather, which had been for a long period difficult of sale, and with a lessened production on the continent, large export orders have kept our stocks at a very low point.

HEMP.—(From Mr. Walter H. Hindley.)—In Russian hems the alterations in the value during the past year of St. Petersburg clean have been frequent, the opening and closing quotation being the same, £35 10s. per ton. The stock in London to-day is 1,373, against 1,377 tons same time last year. New Zealand flax or hemp has been largely used by ropemakers, and is already a very formidable rival to the claims of other hems, especially Manila, a circumstance not surprising when the comparatively low prices at which it is selling are taken into consideration. Only two years have elapsed since it became regularly dealt in by merchants, and yet the imports to London last year were 3,045 tons, and the deliveries 2,790 tons. The present stock is 1,185 tons. Though the supply can be rendered almost unlimited, the necessary machinery for its proper preparation having been now supplied, still as yet nothing has reached this country suitable for weaving purposes. The prices range from £16 to £33 per ton, the best qualities being the most saleable.

IRON.—(From Messrs. W. Bird & Co.)—The year has been on the whole a prosperous one for the British iron trade. General descriptions of merchant iron were at no time in great request, but the large contracts for railway and public works which came upon the market prevented any fall in prices, and even forced a rise in many articles where prompt delivery was essential. To meet the large demand for rails, new and old mills and forges were rapidly put upon the full production scale, yet all found plenty of work, and prices continued to advance until affected by the political disturbances. Without underrating the important demand for bridge-work and steamship building, engines, rolling stock wheels and axles, tires, telegraph wire, &c., it may yet be said that throughout the past year rails and accessories have mainly engrossed attention. We may anticipate among the compensations arising out of the Franco-German war a complete revolution in our trade relations with the continent. The competitive power of foreign industrial establishments must be greatly weakened. In a measure artificially created and sustained by high tariffs, *acquies à caution*, and similar expedients, the young industries of both combatants cannot fail to suffer from the loss of cheap and skilled labor, and increased taxes will not tend to remedy this. The accounts from France speak of total disorganization, and the employment of capital and labor on the manufacture and use of weapons of destruction. From Germany pour forth complaints of the want of coal and workmen, and the interruption of traffic and other losses and inconveniences of trade, while neutral Belgian manufacturers apply for state aid, anticipatory of future wants in the shape of rails, engines, &c.

WOOD.—(From Messrs. Churchill & Sim.)—Our supply of wood in the port of London has not increased in like proportion with the quantities imported for the United Kingdom. In former times, and up to 1865, it had been thought that one-fourth of the whole was entered through the port of London, but the greater facility of access by railway, every year, brings the center of the country in more direct communication with the coast ports, and we cannot but observe that the share of London is gradually reduced from one-fourth to one-fifth of the imported quantities, when the tonnage of the shipping is compared with the estimated cubic contents of the cargoes. But in respect to the consumption in London it is very satisfactory that, during years of much commercial mistrust, there has been no permanent increase in the stocks of wood, and taking one year with another the quantities imported have not exceeded the average requirements for ultimate consumption. During last year some cargoes, originally intended for France, and brought here for safety, have swollen the importation, and perhaps added to the stock a great part of the present excess of foreign deals and batens; but there should be no substantial difficulty in dealing with this aggregate stock in the ordinary course of trade.

WINES AND BRANDIES.—(From Messrs. Matthew Clark & Sons.)—The wine trade has steadily maintained its ground uninfluenced by the anxieties of the last half of the year, but has offered no field for profitable operations beyond the mere action of supply and demand. The imports of both wine and brandy from France have naturally commanded most attention of late, and shipments from French ports have been anduly stimulated by the fears of holders abroad, and the desire of dealers here to provide against the contingencies of a stoppage of supply. In Bordeaux and Cognac a desire on the part of shippers to ease themselves of all stock held for English account was manifested very shortly after the declaration of war between France and Prussia on the 15th of July, and the result is very plainly evidenced by the large increase in imports from those ports, French red wines showing an increased import this year of 65 per cent. and brandy an increase of 84 per cent. over last year. This increased import of brandy, however, must not be all attributed to the effects of the war, because

during the first seven months of the year the import was excessive, and showed an increase over previous years of 46 per cent.; but the increase in wine must be entirely attributed to this cause, as up to the end of July the imports were rather below the average of previous years.

LINSEED.—(From Messrs. Edwards, Ashton & Edridge.)—The past year, like its predecessor, has been marked by no incidents calling for special notice. The trade has been of a very steady character, and, we trust, fairly remunerative alike to importer and consumer. The continental war caused some momentary excitement in our markets, as it was thought, when first declared, that it might probably involve complications affecting the supply; but none such having arisen, business has relapsed into its ordinary channels, and the close of the present and prospect for the next season may be regarded with satisfaction by all whose interests are concerned in the trade.

TALLOW.—(From Messrs. Rose & Wilson.)—For some time past there has been little disposition to enter into speculative transactions of magnitude, and the consumption, which has been unusually large, has, to a great extent, been met by Australian and South American. St. Petersburg yellow candle has consequently not ranged widely, 46s. 3d. per cwt. in January, February, and March, and 43s. in October, being about the scope. To-day 45s. 3d. is the price on the spot; 45s. 6d. January to March; 45s. 9d. March only.

RICE.—(From Messrs. Jackson & Till.)—In epitomizing the current events and changes of the past year, we are constrained to pronounce it as a whole far from satisfactory to the majority of those interested in rice. The old-fashioned axiom of supply and demand controlled indisputably the movements of the first half, while the latter six months have been mainly influenced by the effects of the war. The extreme range of prices for soft grain has not exceeded a variation of more than 1s. per cwt., and its value at the close is equal to the highest point touched throughout the year. Regarding our position statistically, there is little to warrant any important alteration from the present rates. Supplies and consumption are pretty evenly balanced, and the prospects of the incoming crops are sufficiently ascertained to enable us to reckon securely upon considerable shipments to this side during the ensuing year.

TOBACCO.—(From Messrs. Clagett, Brachi & Co.)—In its results the past year may be considered to have been moderately satisfactory to all engaged in the trade. Importers will probably find most reason to complain, as, owing to the high rates so long ruling in most of the producing countries, their operations often resulted in serious losses. On the other hand, manufacturers have had greater cause for satisfaction, the more healthy state of the internal monetary position of the country having saved them from a repetition of the heavy losses by bad debts, which had distinguished the preceding year.

DRIED FRUIT.—(From Messrs. Richard Witherby & Son.)—The opening of the year was characterized by such mistrust in the prices of currants that the trade of the first two months was smaller than ever known at that period. With the exception of some forced sales at the period of the issue of the Budget, quotations, however, never fell below 25s. to 26s. per cwt. On the approach of spring they gradually improved, and by the end of May a steadily rising market had attracted so great attention that deliveries were nearly on a par with those of November. Several large American orders were supplied about June, and took away everything available at prices under 29s.; so that on the arrival of the new crop only 2,680 tons existed in London. The present stock is lighter by 6,000 tons than on the same days of 1866-70, and a wholesome trade on a rising market may be safely prognosticated. In raisins during the spring very little was done for home purposes, but exporters took freely and caused great diminution of stock of Valentias and Turkey growths. Sultanas have been a favorite fruit throughout the year, and have regained the position in price they lost in 1868. Turkey figs have met with a very ready sale, and the clearances have, owing to low prices, been larger than last year.

INDIGO.—(From Messrs. Layton & Co.)—The absence of the usual foreign demand has operated most adversely, and throughout the year prices have continued to fall. One fact, however, may be viewed with satisfaction: in this country the consumption is increasing; the deliveries for home use being 2,215 chests more than those of the previous year, and 1,947 chests above the average of the seven preceding years. The augmentation in the stock to 22,140 chests, against 14,700 at the end of 1869, may be attributed to the large increase of the importation of ordinary Kurpah from Madras, as well as to the falling off of the export demand.

PETROLEUM.—(From Messrs. Phillips & Webb.)—The year's business in refined American oil has been on a most enormous scale, the exports from the United States up to the 16th of December, 1870, reaching the total of 3,254,374 barrels, against 2,496,046 barrels for the whole of 1869, although the shipments of 1869 were in excess of any former year. It would thus appear that the supply is almost inexhaustible; and as the value of the year's shipments is about £8,000,000, it will be seen how important a part petroleum plays in the world's commerce. It is deplorable that the act of 1868 should, as it most undoubtedly does, seriously interfere with the growth of the

trade in this country. The dealers of the United Kingdom are harassed by laws that have no parallel either in America or the great consuming countries of the continent. Meantime the English public continue to pay higher prices than the inhabitants of more distant countries, who are not forced to import a special article, while the really dangerous petroleum spirit, or benzoline, is still admitted into our ports in growing quantities. The range during the past 12 months was from 1s. 5d. per gallon to 1s. 11d.; and closing prices are 1s. 6½d. for contract quality, and 1s. 6¼d. to 1s. 6¾d. for fine.

ENGLAND.

BRADFORD.

Statement of exports to the United States from the consular district of Bradford during the quarter ending December 31, 1870, as compared with that of December, 1869.

Articles.	1870.			1869.			Increase 1870.			Decrease 1870.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Stuffs.....	462,037	4	5	361,605	9	11	100,431	14	6			
Carpets.....	77,635	6	1	56,978	15	5	20,656	10	8			
Wool.....	29,656	8	7	7,357	3	11	22,299	4	8			
Iron.....	4,361	3	6	2,916	4	11	1,444	18	7			
Yarn.....	829	15	5	1,097	4	0				267	8	7
Dye-stuffs.....	3,004	4	9	326	4	3	2,678	0	6			
Machinery.....	2,186	12	10	5,066	14	7				2,880	1	9
Silk yarn.....	2,261	19	7				2,261	19	7			
Cloths.....	2,718	19	4				2,718	19	4			
Soap grease.....	1,200	1	0				1,200	1	0			
Paper.....	35	9	0				35	9	0			
Lithograph cards.....	90	14	7				90	14	7			
Velvets.....	557	5	9				557	5	9			
Leather.....	87	12	8				87	12	8			
Clothing.....	5	0	0				5	0	0			
Miscellaneous.....	30	4	5	1,085	11	1				1,055	6	8
Total.....	586,698	1	11	436,433	8	1	154,467	10	10	4,202	17	10
Total increase.....							150,264	13	10			

W. Y. SELLECK.

HUDDERSFIELD.

*Declared value of exports from Huddersfield to the United States during the half year ending June 30, 1870.**

Woolen goods.....	£78,651	8	0
Woolen and cotton goods.....	64	12	4
Wool and silk goods.....	266	17	11
Worsted goods.....	10,308	9	11
Worsted and cotton goods.....	211	19	4
Mohair goods.....	325	17	8
Calf-hair goods.....	26,598	0	11
Calf-hair and cotton goods.....	170	18	1
Sewing cotton.....	13,406	19	3
Cotton goods.....	25,743	5	8
Cotton and linen goods.....	2,600	11	6
Linen goods.....	4,872	3	1
Silk goods.....	172	9	1
Satin goods.....	194	7	10
Plushes.....	334	6	0
Wood and leather card covering.....	1,031	1	3
Machinery.....	96	0	0
Colors and chemicals.....	1,633	16	3
Miscellaneous.....	440	11	8
	167,123	15	9

* This and the statements of exports from Nottingham and Sheffield were furnished by Mr. G. J. Abbott.

Declared value of exports from Huddersfield to the United States during the six months ending—

June 30, 1864.....	£330,319 7 10
June 30, 1865.....	120,977 9 3 $\frac{1}{2}$
June 30, 1866.....	302,563 11 11
June 30, 1867.....	118,981 13 1 $\frac{1}{2}$
June 30, 1868.....	92,716 0 5 $\frac{1}{2}$
June 30, 1869.....	136,468 12 9 $\frac{1}{2}$
June 30, 1870.....	167,123 15 9

NOTTINGHAM.

Declared value of exports from Nottingham to the United States during the half year ending June 30, 1870.

Lace.....	£208,184 15 2 $\frac{1}{2}$
Hosiery.....	80,073 13 8
Cotton.....	4,583 4 11
Elastic.....	6,117 9 2
Muslins.....	1,206 19 10
White goods.....	90 18 3
Silk.....	292 4 9
Velvet.....	620 19 7
Millinery.....	18 1 9
Salted skins.....	21,319 14 0
Chains.....	2,634 13 1
Machinery.....	4,503 14 2
Plaster.....	519 10 0
Earthenware.....	1,418 16 0
Feathers.....	10 19 7
Boots.....	19 18 5
Glue.....	265 3 2
Paper.....	34 17 2
Books.....	174 1 0
Starch.....	3 1 6
Hats.....	23 15 6
	332,116 10 8 $\frac{1}{2}$

Declared value of exports from Nottingham to the United States during the six months ending—

June 30, 1864.....	£226,911 2 7
June 30, 1865.....	108,793 3 2
June 30, 1866.....	290,521 13 7
June 30, 1867.....	243,702 11 6 $\frac{1}{2}$
June 30, 1868.....	290,698 5 1 $\frac{1}{2}$
June 30, 1869.....	349,833 14 6 $\frac{1}{2}$
June 30, 1870.....	334,116 10 8 $\frac{1}{2}$

SHEFFIELD.

SEPTEMBER 30, 1870. (Received October 18.)

It will be seen by the tabular commercial statements that the trade with the United States from this consulate is increasing. This is partly owing to the increased demand for steel cutlery, laces, hosiery, and the almost new manufacture of what is called "calf-hair goods," an imitation of seal-skin, for which there is a large and increasing sale in the United States.

The stoppage of trade with France and Germany, and the counter-manding of extensive orders from those countries, have directed the attention of manufacturers to the United States as an outlet for the rapidly accumulating supplies of English manufactured goods. In the manufacture of the article which is called "calf-hair" goods, improve-

ments are constantly making in the process, so that both the beauty of the material and its resemblance to seal-skin and other furs are greatly increased, and its use as an article of clothing made more attractive.

Without doubt, fashionable ladies in the streets of New York, Philadelphia, Boston, and Washington, are wearing material manufactured in the looms of Dewsbury and other towns in the neighborhood of the consular agency of Huddersfield, which they think really comes from the seals on the icy coast of Alaska.

In the early stages of this manufacture there is good reason to believe that it was necessary to incorporate with it some portion of *woolen* material, though it is denied by some of the manufacturers that it was necessary. The introduction of woolen, of course, increased the duty, and much ingenuity has been expended in devising some mode of manufacture by which calf-hair and vegetable fiber should only be used in making this material. It is claimed within a few weeks that this mode has been discovered, and that an admixture of wool is no longer required.

I am not at present prepared, with the information in my possession, to say whether this claim is correct or otherwise, and it may be well for the officers of customs to require, as they now do, special certificates from the manufacturers of so-called "calf-hair goods." The manufacture has given a wonderful impulse to the business of Huddersfield with the United States, which fell off so greatly after the close of the American war and the passage of the so-called "wool tariff."

GEORGE J. ABBOTT.

Statement showing the declared value of exports from Sheffield to the United States for the half year ending June 30, 1870.

Steel.....	£278,677 12 7
Mansells wheels.....	2,251 15 1
Cast-steel tires.....	9,788 6 10
Cast-steel tire blooms.....	7,528 12 2
Cast-steel axles.....	1,977 7 11
Bessemer steel axles.....	446 4 0
Cast-steel pinions.....	74 15 7
Cast-steel crank pins.....	150 11 1
Cast steel springs.....	159 0 1
Steel castings.....	34 0 2
Steel forgings.....	30 9 8
Bessemer steel rails.....	72,587 16 5
Bessemer steel fish plates.....	985 10 3
Bessemer steel slide bars.....	13 10 11
Crossings.....	944 4 4
Speigel eisen.....	4 1 7
Iron.....	4,587 4 9
Iron bolts.....	77 11 3
Anvils.....	488 9 9½
Vises.....	16 12 1
Scythe stones.....	45 16 0
Grindstones.....	489 16 3
Doctors' or calico web.....	205 0 4
Card backle and gill pins.....	72 13 3
Wood lags (?).....	25 13 10
Machinery.....	33 13 3
Cutlery.....	119,241 14 4
Files.....	42,707 10 2
Saws.....	4,932 0 6
Garden tools.....	315 12 7
Other tools.....	7,682 10 1½
Sickles and grass hooks.....	564 16 0
Scythes.....	388 10 7
Shears, (sheep).....	106 12 3

Plated goods	£232 11 0
Trays and waiters	475 15 7
Measures and rules	555 9 10
Umbrella frames	4,871 16 2
Optical instruments, spectacles, &c	885 3 7½
Stag pieces and buffalo tips	51 6 1½
Salted skins	5,749 17 11
Sod oil	101 0 5
Cotton warp seating	3,053 15 10
Mattress and gray twines	786 8 5
Webbing	5 11 5
Damasks	148 15 11
Silk gimps	18 5 0
Upholsterers' needles	47 14 0
Trees and shrubs	115 2 11
Sporting tackle	1,365 2 0
Surgical bandages	75 1 8
Surgeons' lint	61 14 6
Pill boxes	147 3 5
Silver ferrules	12 2 4
Xylonite, (sheets and handles)	4,381 1 5
Glue	262 7 9
Pitch	37 1 6
Busks	28 13 4
Piercing fly	8 12 10
Steam pump	8 6 7
Beer and porter	3 18 0
Microscopic photographs	10 10 0
Saw screws	21 12 0
Horseshoe nails	259 1 8
Locks	29 14 2
Chains	4 17 9
Bells	34 19 10
Combs	15 4 4
Graining combs	33 10 10
Printing types	8 9 0
Stationery	15 0 0
Personal effects, (watch jewelry, &c—a legacy)	70 0 0
Sundries	37 4 3½
Total	581,670 19 4½

Declared value of exports from Sheffield to the United States during the half year ending—

June 30, 1864	£521,512 0 11
June 30, 1865	314,067 8 0
June 30, 1866	699,715 19 3
June 30, 1867	666,663 6 10
June 30, 1868	522,235 3 0
June 30, 1869	539,144 10 11½
June 30, 1870	581,670 19 4½

Navigation and commerce of the United States with England for the year 1870.

PORTS.	VESSELS.				CARGOES.				
	ENTERED.		CLEARED.		INWARD.		OUTWARD.		
	No. of Vessels.	Where from.	No. of Vessels.	Where to.	No. of Vessels.	Description.	Value.	Description.	Value.
BREMEN.	16	New York	9	New York	14	General cargo	\$596,000 00	Railroad iron	\$556,000 00
	1	Sea	1	Mobile	1	Rosin flour, oil-cake	77,000 00	Ballast	5
	3	St. John	12	Cardiff	4	Flour, rosin, grain, oil-cake	52,000 00	Same cargo	1
	3	Cronstadt	7	Newport	10	Tallow, logwood, cheese, lard	129,000 00	Loaded elsewhere	15
	2	Sweden	1	New Orleans	7	Sugar	355,000 00		
	1	Philadelphia	1	Philadelphia	1	Petroleum	35,000 00		
	1	Bath	1	Calcutta					
	6	West Indies							
	1	Mauritius							
	34		32		37		1,244,000 00		556,000 00
COWES.	4	Callao	3	Hamburg	4	Guano	Not given ..	Inward for orders	
	1	Cherbourg	1	Rotterdam					
	5		4		4				
FALMOUTH.	1	Hong Kong	1	Bremen	1	Coals	Not given ..	Caasia	Not given.
	1	London	1	Cardiff	1	Cotton	do	Coals	do
	1	Callao	1	Montevideo	1	Caasia	do	Ballast	do
	1	Cardiff	1		1	Guano	do		
	1	Mobile	1		1	Ballast	do		
	5		3		5				
* Classes of vessels entered: 20 ships, 11 barks, 3 brigs. Cleared: 19 ships, 10 barks, 3 brigs. Aggregate tonnage, 29,446.									
† Classes of vessels entered: 4 sailing ships, 1 steamship. Cleared: 4 sailing ships. Aggregate tonnage, 8,358.									
‡ Classes of vessels entered: 2 barks, 1 ship. Cleared: 2 barks, 1 ship. Aggregate tonnage, 3,077.42.									

* Classes of vessels entered: 20 ships, 11 barks, 3 brigs. Cleared: 19 ships, 10 barks, 3 brigs. Aggregate tonnage, 89,446.
† Classes of vessels entered: 4 sailing ships, 1 steamship. Cleared: 4 sailing ships. Aggregate tonnage, 8,358.
‡ Classes of vessels entered: 4 barks, 1 ship. Cleared: 2 barks, 1 ship. Aggregate tonnage, 3,077.42.

Navigation and commerce of the United States with England for the year 1870—Continued.

PORTS.	VESSELS.			CARGOES.				
	ENTERED.		Where for.	INWARD.		OUTWARD.		
	No. of Vessels.	Where from.		No. of Vessels.	Description.		Value.	
LIVERPOOL. Nine months ending September 30.*	28	Savannah.....	New York.....	972	Cotton, cotton seed, slaves, pal- metto leaves, oil-cake, flour, tobacco, rosin, lard, sugar, molasses, beeswax, wheat, silver ore, fustic, petroleum, vegetables, cheese, con- densed milk, headings, shooks, hoops, cedar, sperm oil, tallow, beef, pigs, copper, lubricating oil, deal ends, lumber, palings, lathwood, seamthings, salmon, sulphur ore, wool, hemp, wine, man- ganese oil, pork, pecan nuts, logwood, salted hides, old copper, hardware, sewing ma- chines, clocks, musical in- struments, peaches, clothing, blackings, &c.	144	General cargoes.....	Cannot be ascertained without payment of fees.
	20	Mobile.....	San Francisco.....		Coal.....	33	General—coal and ballast.	
	25	Galveston.....	New Orleans.....		Salt.....	5	General—iron, bricks, &c.	
	56	New Orleans.....	Boston.....		General and salt.....	8	General and iron.....	
	15	Charleston.....	San Francisco.....		General—coal and salt.....	2	General—salt and ale.....	
	40	San Francisco.....	Philadelphia.....		General—coal and salt.....	2	Coal and beer.....	
	2	Portland.....	Mobile.....		General—coal and ballast.....	5	General—coal and ballast.	
	6	Baltimore.....	Calcutta.....		General—coal and ballast.....	33	General—coal and ballast.	
	18	New York.....	Newport.....		General—coal and ballast.....		General—coal and ballast.	
	30	St. John, N. B.....	Cardiff.....		General—coal and ballast.....		General—coal and ballast.	
	1	St. George, N. B.....	Baltimore.....		General—coal and ballast.....		General—coal and ballast.	
	1	Dalhousie.....	Charleston.....		General—coal and ballast.....		General—coal and ballast.	
	1	Richibucto.....	Bombay.....		General—coal and ballast.....		General—coal and ballast.	
	2	Buctonche.....	Norfolk.....		General—coal and ballast.....		General—coal and ballast.	
	2	Segua la Grande.....	Belize.....		General—coal and ballast.....		General—coal and ballast.	
	2	Ponaron.....	Havana.....		General—coal and ballast.....		General—coal and ballast.	
	2	Havana.....	Savannah.....		General—coal and ballast.....		General—coal and ballast.	
	1	Bombay.....	Montevideo.....		General—coal and ballast.....		General—coal and ballast.	
	1	Huelva.....	Alexandria.....		General—coal and ballast.....		General—coal and ballast.	
	1	Chamilla.....	Cardenas.....		General—coal and ballast.....		General—coal and ballast.	
	3	Baker's Island.....	Callao.....		General—coal and ballast.....		General—coal and ballast.	
	2	Dublin.....	Hong Kong.....		General—coal and ballast.....		General—coal and ballast.	
	1	Matanzas.....	Yokohama.....		General—coal and ballast.....		General—coal and ballast.	
		Valparaiso.....	Gloucester.....		General—coal and ballast.....		General—coal and ballast.	
			Singapore.....		General—coal and ballast.....		General—coal and ballast.	
			Buenos Ayres.....		General—coal and ballast.....		General—coal and ballast.	
			Matanzas.....		General—coal and ballast.....		General—coal and ballast.	
			Bath.....		General—coal and ballast.....		General—coal and ballast.	
			Anger Pt., (Java).....		General—coal and ballast.....		General—coal and ballast.	
			Bucksport.....		General—coal and ballast.....		General—coal and ballast.	
			Rio de Janeiro.....		General—coal and ballast.....		General—coal and ballast.	
			Soderhamna.....		General—coal and ballast.....		General—coal and ballast.	
			Artrossan.....		General—coal and ballast.....		General—coal and ballast.	
			Glasgow.....		General—coal and ballast.....		General—coal and ballast.	
	972			972		972		

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Quarter ending Decem- ber 31, 1860.	12	New York.....	15	New York.....	11	General merchandise, oil-cake, resin, &c.	2,251,300 00	23	General merchandise, iron, chalk, &c.	2,234,801 00
	4	Callao.....	1	Buenos Ayres.....	5	Guano.....	105,296 00	10	Ballast.....	3,000 00
	3	Philadelphia.....	3	New Orleans.....	1	Petroleum.....	18,000 00	1	Scrap iron.....	
	3	Buenos Ayres.....	3	Demarara.....	1	Wheat.....	3,080 00			
	1	Guantanamo.....	1	Newport.....	1	Rice.....	43,700 00			
	1	Port Louis.....	1	Buenos Ayres.....	1	Sugar, tallow, &c.....	9,000 00			
	1	Rangoon.....	1	Mobile.....						
	1	Akyab.....	1	Providence, R.I.....						
	1	Manila.....	1	Rio Janeiro.....						
			1	Savannah.....						
			1	Boston.....						
			3	Cardiff.....						
	33		33		25		430,376 00	33		237,801 00
Quarter ending Septem- ber 30, †	3	In port.....	1	Buenos Ayres.....	1	Flour, tobacco, resin, oil, peas, wheat, &c.		1	Machinery, beer, paints, &c.	9,000 00
	15	New York.....	6	New York.....	6	Kerosene oil.....	143,300 00	6	Iron, rags, chalk, gum, &c.	99,625 00
			1	Port Talbot.....	1	Flour, tobacco, oil-cake, and resin.	7,000 00	1	Ballast.....	
			4	New York.....	4	Petroleum and turpentine.....	95,850 00	4	Iron, rags, beer, soda, &c.	63,000 00
			1	Boston.....	1	Wheat, flour, tobacco, &c.	14,514 00	1	Iron, lead, chemicals, &c.	7,735 00
			1	Shields.....	1	Grain, tobacco, hops, &c.	14,748 00	1	Ballast.....	
			1	Cardiff.....	1	Flour, grain, &c.	38,500 00	1	do.....	
			1	Newport.....	1	Salt.....	22,000 00	1	do.....	
			1	Elsinore.....	1	Wheat.....	240 00	1	Beer, pickles, lead, &c.	5,625 00
			1	New Orleans.....	1	Wheat and barley.....	6,600 00	1	Iron, lead, hemp, rope, beer, rags, &c.	5,690 00
			1	In port.....	1	Flour, pickles, and spermaceti.....	10,000 00	1	Ballast.....	
			1	Boston.....	1	Refined petroleum.....	12,000 00	1		
			1	Falmouth.....	1		7,000 00	1		
			1	In port.....	1			1		
	24		24		24		373,752 00	24		120,805 00

* Classes of vessels entered: 193 ships, 61 barks, 11 brigs, 7 schooners. Cleared: 197 ships, 58 barks, 11 brigs, 6 schooners. Aggregate tonnage, 925,180.

† Classes of vessels entered: 21 ships, 2 barks, 1 brig, 1 schooner. Cleared: 23 ships, 6 barks, 1 brig, 3 schooners. Aggregate tonnage entered, 36,005 05.

‡ Classes of vessels entered: 13 ships, 3 barks, 2 brigs, 2 schooners, (1 schooner put back in distress), 3 (ships) in port. Cleared: 10 ships, 3 barks, 1 brig, 2 schooners, 8 in port, viz: 6 ships, 1 brig, 1 schooner. Aggregate tonnage entered, 20,084 35.

The report for the first quarter (F. H. Morris, consul general) was so disgracefully inaccurate as to require a complete revision.

IRELAND.

Navigation and commerce of the United States with Ireland for the year 1870.

PORT.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.		OUTWARD.		Value.	
	No. of Vessels.	Where from,	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.		Description.
CORK. Year ending Septem- ber 30.*	1	Callao	1	Baltimore	1	General merchandise.....	\$47, 500	3	General cargo.....	\$172, 000
	1	Mobile.....	1	Boston.....	2	do	Unknown.	1	do	Unknown.
	2	Liverpool	1	London	1	Cotton	422, 000	1	General	100, 000
	1	London	1	Cardiff	1	15,000 tons guano.....	21, 000	1	do	Unknown.
	1	Havana	1	Cronstadt	1	Sugar, 3,500 boxes.....	75, 000	1	Refined petroleum.....	75, 000
	1	New York.....	1	New Orleans.....	1	Tobacco	Unknown.	1	Ballast	1
	1	Bristol.....	2	New York.....	1	Railway iron & gen'l merdise.	50, 000	2	Inward cargo	1
			1	Bristol						
			1	Belfast						
			10		8		615, 500	10		347, 000

* Classes of vessels entered: 4 ships, 3 barkes, 1 schooner. Cleared: 6 ships, 3 barkes, 1 schooner. Aggregate tonnage, 8,490.

SCOTLAND.

ABERDEEN.

OCTOBER 6, 1870. (Received November 8.)

I beg to state for your information that the number of invoices for goods exported to the United States, certified at this agency during the past financial year, is 182, and the amount of the invoices £26,165 7s. 4d. being an increase over the preceding year's results—of invoices 53, and of amounts £5,039 17s. 4d.

Statement showing the value of exports from this consular agency to the United States for the year ending September 30, 1870.

	£	s.	d.	£	s.	d.
1. Polished granite—						
A. McDonald Field & Co	5,944	5	9			
J. Fraser & Son	4,100	4	10			
James Whight	3,710	5	6			
S. H. Jamieson	1,743	2	7			
A. Robertson	1,336	13	9			
McGlashan & Co	614	6	4			
Bower & Florence	242	0	0			
J. Hunter	208	10	0			
J. W. Legge	41	5	0			
				17,940	13	9
2. Paper—A. Perie & Sons	3,892	7	4			
3. Canvas—Richards & Co	2,055	8	6			
4. Woolen—J. & S. Crombie	802	13	10			
5. Aqua—John Begg	748	2	5			
6. Photographic views—G. W. Nilson	726	1	6			
				8,224	13	7
				26,165	7	4

No United States vessels arrived at this port during the past year.

The population of this city is now about 80,000.

In the coasting trade there entered this port during the year 1865, 1,653 vessels, of 279,781 tons; during the year 1869, 1,766 vessels, of 301,301 tons.

In the import trade, in 1865, 156 British vessels, of 30,580 tons; 168 foreign vessels, of 23,788 tons; in 1869, 167 British vessels, of 38,568 tons; 232 foreign vessels, of 32,442 tons.

Vessels belonging to the port, December 31, 1865, 260, of 85,308 tons; December 31, 1869, 270, of 103,455 tons.

Ships building: In 1865, 16, of 11,133 tons; in 1869, 11, of 9,125 tons.

A. BRAND.

DUNDEE.

OCTOBER 17, 1870. (Received November 8.)

Comparative statement of sundry imports and exports at the harbor of Dundee from January 1 to September 30, 1869-'70; compiled from returns of Shore Dues Office.

Goods, both foreign and coastwise.	Quantity, 1869.	Quantity, 1870.	Increase, 1870.	Decrease, 1870.
IMPORTS.				
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
Flax	16, 516	23, 680	12, 164	
Codilla	6, 938	5, 630		1, 308
Hemp	1, 702	312		1, 390
Codilla	219	77		142
Jute	56, 451	58, 096	1, 645	
Total	81, 826	92, 795	10, 969	
EXPORTS.				
	<i>Pieces.</i>	<i>Pieces.</i>	<i>Pieces.</i>	<i>Pieces.</i>
Osnaburghs	3, 588	4, 228	640	
Sheeting	100, 509	123, 277	23, 768	
Bagging	7, 612	12, 522	4, 910	
Canvas	88, 740	70, 164		18, 576
Dowls	6, 458	11, 316	4, 858	
Sacking	176, 540	143, 935		32, 605
Sundries	56, 338	44, 544		11, 794
Total linens	439, 785	415, 986		23, 799
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
Flax yarns	915	955	40	
Tow and jute	2, 331	3, 368	1, 037	
Total	3, 246	4, 323	1, 077	
Flax	97	206	111	
Tow	27	23		4
Total flax and tow	124	231	111	

Comparative statement showing the value of exports for the year ending September 30, 1870, a compared with previous year; compiled from invoices certified at this consulate.

Quarter ending—	Years 1868-'69.			Years 1869-'70.			Increase.		Decrease.	
	<i>£</i>	<i>s.</i>	<i>d.</i>	<i>£</i>	<i>s.</i>	<i>d.</i>	<i>£</i>	<i>s.</i>	<i>£</i>	<i>s.</i>
December 31	238, 547	8	3	242, 851	13	5	4, 304	5	2	
March 31	240, 339	8	8	235, 335	2	1			5, 004	6
June 30	211, 616	9	4	255, 972	14	9	44, 356	5	5	
September 30	242, 610	1	11	291, 842	14	0	49, 232	12	1	
Total	933, 113	8	2	1, 026, 002	4	3	97, 893	2	8	
Deduct decrease							5, 004	6	7	
Net increase for the year 1870							92, 888	17	1	

JAMES SMITH.

Navigation and commerce of the United States with Scotland for the year 1870.

PORT.	VESSELS.				CARGOES.				
	ENTERED.		CLEARED.		INWARD.		OUTWARD.		
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	Description.	Value.
GLASGOW. Quarter ending Septem- ber 30.*	5	Matanzas	3	New York	7	Sugar	-\$490,568 24	Coal	\$2,904 00
	2	New York	1	Boston	1	Grain and flour	Not given.	General cargo	47,252 60
	1	Warren Point	1	Malaga	3	Ballast	do	Coal and iron	8,400 00
	1	Portland	1	Philadelphia	1	Resin, &c	3,388 00	Old iron rails	14,378 00
	1	Havre	1	Baltimore	1	.....	.....	Pig iron, &c	13,639 12
	1	Havana .....	.....	Cardenas .....	.....	.....	.....	.....	.....
	1	Charleston	1	Palermo .....	.....	.....	.....	.....	.....
	12	.....	9	.....	12	.....	483,954 24	.....	86,473 73

* Classes of vessels entered: 2 ships, 1 brig, 8 barks, 1 schooner. Cleared: 1 ship, 1 brig, 6 barks, 1 schooner. Aggregate tonnage, 7,092.

WALES.

Navigation and commerce of the United States with Wales for the year 1870.

PORTS.	VESSELS.			CARGOES.						
	ENTERED.		Where for.	INWARD.		OUTWARD.				
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.			
CARDIFF. Year ending September 30.*	99	Liverpool	15	Rio de Janeiro	2	27,000 bushels wheat	Not given.	83	107,541 tons coal	\$350,171 00
	12	Hamburg	33	New Orleans	2	Railway iron	do.	72	72,699 tons iron	2,128,530 00
	4	Rotterdam	9	Montevideo	1	1,357 standards deals	\$1,900 00	1	Put in leaky from Newport	
	19	Bristol	20	New York	156	Ballast				
	2	New York	3	Hong Kong						
	51	Havre	1	Panama						
	2	Bremen	1	Pisa						
	3	Gloucester	9	Callao						
	2	Dublin	13	Havana						
	13	London	7	Singapore						
	10	Antwerp	5	Mobile						
	1	Londonderry	3	Point de Galle						
	1	Jersey	2	Galveston						
	1	Plymouth	2	Cardenas						
	1	Hull	2	Valparaiso						
	1	Cork	1	St. Jago de Cuba						
	1	Yarmouth	1	Loughorn						
	3	St. Nazaire	3	Calcutta						
	1	Newport	1	Ancona						
	1	Falmouth	2	Aden						
2	Geestmunde	2	Baltimore							
1	Valencia	3	Bath							
1	St. John	3	Eten							
		1	Buenos Ayres							
		3	Hong Kong							
		1	Nagasaki							
		3	Martinique							
		2	Demerara							
		1	Bermuda							
		1	St. Thomas							
		1	Port Said							
	161		156		161	1,800 00		156	2,538,691 00	

[illegible]

*Classes of vessels entered: 143 ships, 46 barks, 10 brigs, 2 schooners. Cleared: 103 ships, 45 barks, 8 brigs, 2 schooners. Aggregate tonnage, 135,921.

Classes of vessels entered: 22 ships, 9 barks, 1 brig, 1 schooner. Cleared: 22 ships, 9 barks, 1 brig, 1 schooner. 1. class not specified. Aggregate tonnage entered, 29,773.

Classes of vessels entered: 6, class not specified. Cleared: 6, class not specified. Aggregate tonnage entered, 2,613.

Year ending Septem- ber 30.†	1 Calcutta		1 Ceylon .....		.....		.....		.....
	25	26	25	26	.....	.....	.....	.....	.....	.....
MYCELLIA.										
Year ending Septem- ber 30.†	27	Whaling	27	Whaling .....	.....	.....	.....	.....	.....	.....
					7,900 barrels sperm oil.....	288,000 00	19	7,900 barrels sperm oil.....	288,000 00	
					3,480 barrels sperm oil.....		8	3,440 barrels sperm oil.....		
										391,000 00

* Classes of vessels entered: 3 schooners, 3 barks, 1 steamer, 2 brigs. Cleared: 2 schooners, 3 barks, 1 steamer, 2 brigs. Class not specified, 1. Aggregate tonnage entered, 3,659.

† Classes of vessels entered: 1 schooner, 16 barks, 5 ships, 2 brigs, 1 steamship. Cleared: 1 schooner, 12 barks, 3 ships, 2 brigs, 1 steamship, 3 vessels not specified, 1 vessel not stated. Aggregate tonnage, 10,363.23.

‡ Classes of vessels entered: 24 barks, 3 brigs. Cleared: 24 barks, 3 brigs. Aggregate tonnage, 4,608.10.

AUSTRALIA.

MELBOURNE.

Statement showing the description, quantity, and value of the exports from this port to the United States for the quarter ending December 31, 1869.

Wool unwashed, 200 bales.....	£1,780 11 8
Sundries	26 0 6
Total for the quarter ending December 31, 1869.....	1,806 12 2
Total for the quarter ending March 31, 1870.....	1,280 3 11
Total for the quarter ending June 30, 1870.....	486 2 11
Total for the quarter ending September 30, 1870.....	0 0 0
Grand total	3,572 19 0

Statement showing the comparative imports and exports at the port of Melbourne for nine months ending September 30, 1869 and 1870.

Imports, 1870.....	£9,089,490
Imports, 1869.....	9,688,973
Decrease in 1870.....	599,483
Exports, 1870	8,081,040
Exports, 1869	8,785,581
Decrease in 1870	704,541
Imports, 1869.....	9,688,973
Exports, 1869.....	8,785,581
Balance of imports over exports.....	903,392
Imports, 1870.....	9,089,490
Exports, 1870.....	8,081,040
Balance of imports over exports.....	1,008,450

Statement showing the comparative number and tonnage of vessels with American registers entered and cleared at the port of Melbourne during nine months ending September 30, 1869 and 1870, with the value of the inward cargo.

	Entered.		Cleared.		Sold.		Value of cargo.
	No.	Tons.	No.	Tons.	No.	Tons.	Inward.
1869.....	20	14,776	20	15,475	....	.....	£291,450
1870.....	24	16,493	23	15,302	1	759	286,970
Increase entered and cleared and decrease in tonnage cleared.....	4	1,717	3	173	....	.....	4,480

PORT ADELAIDE.

SEPTEMBER 30, 1870. (Received December 15.)

For the information of the Government, I may mention the manufactures in this colony are very few, owing principally to the high rate of labor and the suspension of government emigration from Great Britain. These causes, and the high rate of interest ruling, preclude all enterprise in endeavoring to develop any new resources which the colony may possess.

The principal manufactures are wine, dried fruits, and jams.

Our exports of wheat and flour are principally to the adjacent colonies. Shipments to Great Britain, owing to length of voyage and cost of carriage, are very uncertain.

Considerable attention is paid to the supply of horses for the Indian market, where they command paying prices for remount of cavalry and private use.

This government has lately entered into a contract for the construction of a line of telegraph with Great Britain, across the continent, to Port Darwin, (Northern Territory,) the work to be accomplished during 1871. A railway is also in contemplation, to run 200 miles north of Port Augusta, with a view to develop copper mines in that locality, which cannot be profitably worked at present, owing to want of means of transit from the interior.

Application has just been made to this government with a view to grant a small subsidy for using the Pacific mail route, (£1,500,) but declined, possibly owing to the present critical state of affairs in Europe. The subject may be reconsidered.

The yield of wheat in this colony is on the average per acre very low—not often over twelve or fourteen bushels, and often down to four or five bushels; but the quality is superior, and the coming harvest promises to be an abundant one.

At present in port we have the American ship David Brown, from Charleston, United States, with timber, the first cargo direct, but not thought so highly of as Oregon or spruce from the Eastern States.

J. W. SMITH.

VICTORIA.

Statement showing the value of the commerce at Victoria during the years ending December, 1868 and 1869, specifying the twenty-eight principal articles.

IMPORTS.

Articles.	1868.	1869.
Apparel and slops	£276, 302	£335, 642½
Beer and cider	267, 979	244, 000
Boots and shoes	413, 225	407, 273
Butter and cheese	48, 631	100, 756
Candles	200, 200	195, 853
Coals	178, 900	176, 501
Cottons	528, 781	481, 483
Flour	42, 196	71, 221
Furniture	35, 004	57, 510
Grain of all kinds, including rice	802, 170	864, 404
Haberdashery and drapery	240, 506	316, 619
Iron and steel	368, 785	377, 611
Leather	48, 621	47, 717

Statement showing the value of the commerce at Victoria, &c.—Continued.

Articles.	1868.	1869.
Machinery	£47,903	£75,745
Oil-men's stores	59,366	85,947½
Potatoes	5,260	20,318
Provisions	34,922	13,266
Railway materials	8,819	6,176
Silks	27,495	228,952
Specie	853,654	292,753
Stationery	65,084	77,474
Sugar of all kinds and molasses	795,217	948,992
Spirits of all kinds	455,447	447,110
Tea	709,171	500,140
Timber	207,753	269,119½
Tobacco, cigars, and snuff	246,888	223,302
Wines of all kinds	139,084	135,223½
Woolens	72,514	75,008
All other articles	5,141,784	6,832,863
Total	12,321,661	13,908,970
Increase in 1869		587,309

EXPORTS.

Beer	£30,224	£16,557
Bones and bone-dust	12,030	14,208
Coffee	36,373	23,922
Flour	73,354	22,505
Furniture	15,914	16,197
Grain of all kinds, including rice	53,905	56,678
Gold	7,843,197	6,804,179
Oil, kerosene	47,367	48,223
Preserves	4,937	94,535
Provisions, pork, &c.	61,089	94,535
Spirits	114,815	90,014
Stationery,	37,115	32,338
Sugar, undescribed	142,580	137,562
Tea	174,661	167,846
Tallow	160,909	237,084
Tobacco and cigars	158,829	137,082
Wine	46,534	50,536
Wool	4,567,182	3,363,075
All other articles	2,013,009	2,057,178
Total	15,594,024	13,464,254
Showing a decrease in 1869		2,129,770

Imports in 1868	£12,321,661
Exports in 1868	15,594,024
Exports over imports	3,272,363
Imports in 1869	13,908,970
Exports in 1869	13,464,254
Imports over exports	444,716

Navigation and commerce of the United States with Australia for the year 1870.

PORT.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.
MELBOURNE. Two quarters ending June 30 and Septem- ber 30.*	2	Puget Sound...	6	Newcastle	2	Lumber		14	Ballast	
	5	Boston	3	Hong Kong	2	General cargo	\$132, 738	1	Vessel sold; took British flag.	
	5	New York	1	Baker's Inlet	1	Sugar, &c.	Not given.	1	Not reported.	
	1	Honolulu	4	San Francisco	1	Rice, castor oil, &c.	Not given.			
	1	Calcutta	1	Guam	2	Timber	3, 400			
	1	San Francisco	1	Sold	8	General cargo	Not given.			
	1	Bunedi's Inlet								
	16		16		16		132, 138	16		

* Classes of vessels entered: 4 ships, 9 barks, 2 schooners, 1 brig. Cleared: 4 ships, 6 barks, 2 schooners, 1 brig, 3 not reported. Aggregate tonnage, 11,247.

DOMINION OF CANADA.

Abstract general of invoices of merchandise exported to the United States from the British North American provinces for the year ending September 30, 1870.

Merchandise.	Total quantity.	Total value.
Apples barrels..	3,908	\$7,564 78
Apples bushels..	4,009	6,909 22
Apples pounds..	2,616	189 72
Ale gallons..	5,127	2,152 16
Ale barrels..	5	94 00
Agricultural implements		2,931 00
Ashes, pot barrels..	919	29,051 00
Ashes, pearl do.....	1,130	30,066 00
Ashes, pearl pounds..	45,456	1,159 00
Ashes, leached tons..	140	120 00
Ashes, leached bushels..	22,500	750 00
Ashes, scrapings barrels..	12	162 00
Alewives do.....	10,889	36,323 00
Anchors number..	4	269 00
Almonds bags..	68	704 00
Antimony pounds..	1,652	265 00
Barley bushels..	6,821,629	4,836,493 31
Bran pounds..	4,257,201	21,547 63
Bran tons..	1,899	70,852 83
Buckwheat bushels..	16,901	6,206 30
Buckwheat flour barrels..	60	166 15
Buckwheat flour pounds..	16,970	252 44
Beans bushels..	53,937	55,445 66
Bell castings pounds..	800	208 00
Blankets pairs..	127	606 00
Boats, row number..	1	100 00
Books		47,293 66
Brass barrels..	9	117 00
Bath bricks number..	2,627	892 00
Bay rum puncheon..	1	184 00
Blind shades pairs..	596,735	2,874 35
Butter pounds..	2,944,905	749,946 43
Barley, pot kegs..	200	520 00
Barrels, empty number..	13,574	7,054 00
Boots and shoes		210 00
Blue ball bags..	60	52 00
Bags number..	1,876	790 38
Bleaching powders casks..	100	1,451 00
Bleaching powders pounds..	26,779	536 00
Burning fluid gallons..	2,784	2,288 00
Bricks number..	46,600	632 22
Boiler plates tons..	8	363 00
Beeves bushels..	211	258 63
Bottles dozens..	9,550	2,483 00
Buffalo robes number..	72	561 00
Brandy gallons..	8,301	28,419 12
Brandy cases..	728	4,431 00
Birds		200 00
Bristles pounds..	509	683 91
Bridles number..	1	2 00
Buffalo mitts dozens..	25	108 00
Beehives number..	6	4 50
Bone dust pounds..	452,692	5,282 00
Bones tons..	140	1,959 00
B carbonate of soda pounds..	500	1,350 00
Black lead gross..	21	199 38
Bedding cases..	1,618	814 00
Beeswax pounds..	564	6,327 00

Abstract general of invoices of merchandise, &c.—Continued.

Merchandise.	Total quantity.	Total value.
Cattle.....head..	168,012	\$3,257,233 41
Chloride of lime.....pounds..	6,211	172 30
Calves.....number..	2	20 00
Cord-wood.....cords..	40,586	69,101 00
Carts.....number..	8	100 00
Cattle horns.....casks..	33	502 00
Cattle tails.....number..	127,459	3,340 00
Cattle hair.....pounds..	30,762	1,119 00
Cotton.....do.....	700	134 00
Cotton rags.....do.....	67,290	2,782 82
Chlorate potash.....kegs..	24	478 00
Carpeting.....yards..	457	518 88
Charcoal dust.....hogsheads..	36	409 00
Clapboards.....number..	3,017,300	1,147 62
Cloth.....yards..	5	3 67
Corn.....bushels..	1,240	654 50
Corn meal.....pounds..	52	1 00
Cars, repaired.....number..	12	4,480 32
Carriages.....do.....	16	944 20
Cheese.....pounds..	818,521	117,764 00
Copper ore.....tons..	2,101	28,696 30
Currants.....barrels..	439	6,256 62
Church seats.....number..	92	460 00
Clay pipes.....boxes..	6,875	8,554 00
Charcoal.....bushels..	170	170 00
Cider.....barrels..	93	231 25
Cider.....gallons..	1,600	758 00
Canada plates.....boxes..	470	1,713 00
Canada balsam.....gallons..	1,132	2,853 90
Clothing.....cases..	22	1,350 00
Confectionery.....do.....	2	386 00
Cod-liver oil.....gallons..	19,257	20,583 00
Coupling pins.....number..	335	100 00
Cranberries.....barrels..	87	351 00
Cigars.....number..	87,500	2,356 00
Claystone.....tons..	152	1,200 00
Corks.....gross..	300	64 10
Castor oil.....casks..	3	215 00
Codfish.....quintals..	7,316	28,048 00
Carbonate of soda.....		464 00
Cement.....barrels..	70	100 00
Canvas.....bales..	76	1,417 56
Corsets.....cases..	8	352 00
Caustic.....drums..	100	2,434 00
Chestnuts.....bushels..	1	3 50
Crucibles.....casks..	4	47 00
Coal.....tons..	91,940	235,525 00
Chains.....pounds..	16,030	1,255 00
Cordage.....do.....	1,419	188 00
Doors.....number..	1,170	2,146 80
Dry goods.....		16,792 00
Dye-stuff.....barrels..	102	1,971 05
Drugs.....		7,388 25
Dulce.....pounds..	25,877	652 00
Dulce.....barrels..	63	127 00
Dairy skins.....number..	4,859	3,009 00
Eggs.....dozens..	8,118,012	1,350,138 73
Engines.....number..	4	1,208 00
Essences.....cases..	10	462 00
Earthenware.....crates..	21	971 00
Emery.....casks..	9	129 00
Extract hemlock bark.....barrels..	14,409	125,238 06
Fish.....do.....	69,717	897,037 66
Fish.....packs..	9,944	45,793 00

Abstract general of invoices of merchandise, &c.—Continued.

Merchandise.	Total quantity.	Total value.
Fish oil	gallons 148	\$100 00
Flax	pounds 848,910	734,381 60
Flaxseed	do 788,039	61,554 00
Flax, tow	do 316,208	9,524 08
Flax, brakes	case 1	7,019 16
Fruits	cases 4,936	4,263 79
Fumigator	number 1	150 00
Freestone .....	.....	1,002 50
Files	dozen 120	110 00
French calf-skins	number 3,520	2,428 00
Frames, gilt	do 7	54 00
Flour	barrels 271,138	318,824 21
Feathers	pounds 13	6 50
Furs, raw	skins 38,122	48,649 56
Furs, manufactured	sets 11	1,546 00
Furs, waste	pounds 1,296	190 00
Feed	tons 3,603	41,333 00
Fiber	pounds 2,720	56 00
Fire-brick	number 300	43 00
Feathers	bags 10	169 00
Flocks	bales 21	662 00
Fancy goods	cases 6	1,783 00
Grass seed	bushels 21,639	58,502 19
Glue	hogsheads 5	232 00
Glue	pounds 1,202	158 00
Glassware	boxes 54	382 00
Grindstones .....	.....	676 00
Granite	cases 23	786 00
Groceries .....	.....	3,836 00
Glass, plate	boxes 51	8,716 00
Glass, sheet	cases 49	1,371 00
Glass, silvered	feet 1,545	1,269 00
Gilleny thread	pounds 370	296 00
Game .....	.....	219 21
Harness	sets 409	5,303 80
Horses	number 14,318	1,345,954 00
Hides	do 3,351	9,483 22
Hogs	do 4,418	30,101 27
Hogs	pounds 34,603	3,030 00
Hardware .....	.....	4,578 53
Hoops	number 643,959	6,204 23
Hops	pounds 542,044	58,108 59
Hop-poles	number 3,660	581 30
Hemlock bark	cords 6,171	19,021 00
Hay	tons 5,807	59,483 57
Honey	pounds 564	63 27
Hair	do 1,567	365 65
Hair, human	cases 22	1,106 00
Horse-collars	number 6	16 00
Hams	cases 20	616 00
Heading	number 104,827	563 45
Hanks, galvanized	do 35	4 00
Head-lights	do 5	300 00
Herrings	barrels 33	204 00
Herrings	boxes 62	281 00
Indian work .....	.....	113 68
Iron pyrites	tons 355	710 00
Iron pyrites	cases 4	171 00
Iron, sheet	pounds 9,085	253 24
Iron truck-bars	number 318	417 00
Iron, railroad	tons 782	37,733 00
Iron, scrap	pounds 26,155,695	341,271 00
Iron manufactures .....	.....	191 00
Iron wire	bundles 178	508 00

Abstract general of invoices of merchandise, &c.—Continued.

Merchandise.	Total quantity.	Total value.
Iron ore	tons.. 17, 815	\$35, 694 50
Iron, pig	do. 24, 601	349, 465 35
Iron, bar	pounds.. 18, 861	446 00
Iron, carbonate	casks.. 4	4 00
Ice	tons.. 3, 158	7, 150 15
Japonica	bales.. 4	49 20
Junk	pounds.. 2, 519, 234	85, 905 58
Jewellers' sweeps	barrels.. 24	265 00
Jute	pounds.. 4, 200	462 00
Knees	number.. 5, 774	8, 462 00
Lard	pounds.. 254, 095	33, 178 61
Lime, phosphate	tons.. 311	15, 525 00
Liquors	gallons.. 18, 820	21, 943 00
Liquors	cases.. 704	11, 595 00
Liquors	hogsheads.. 4	259 00
Lubricating oil	gallons.. 30, 017	8, 417 75
Liquorice root	pounds.. 2, 518	273 00
Liquorice paste	do. 450	54 00
Lime	bushels.. 5, 609	1, 440 00
Lead, pig	pounds.. 60, 000	242, 306 00
Leather	do. 42, 950	8, 716 60
Leather	packs.. 86	3, 285 71
Leather, scrap	pounds.. 292, 398	15, 422 00
Lath	M.. 117, 814	120, 174 67
Lumber	feet.. 702, 463, 287	9, 763, 780 00
Lead pipe	pounds.. 13, 040	934 00
Lead ashes	do. 56, 091	631 00
Logs	feet.. 277, 279	488 00
Logwood .....	.....	4, 778 25
Malt	bushels.. 135, 124	90, 936 76
Manganese	barrels.. 547	3, 383 00
Miscellaneous .....	.....	183, 064 50
Match splints	packs.. 8, 783	3, 154 80
Match cards	do. 750	244 00
Maple sugar	pounds.. 73	7 30
Meats	number.. 4	160 00
Machinery .....	.....	14, 068 57
Mules	number.. 4	192 55
Magnets	case.. 1	150 00
Marble statue	number.. 1	600 00
Monument	do. 1	286 00
Milk	pounds.. 82, 277	616 48
Molasses	gallons.. 269, 583	7, 032 93
Meats	pounds.. 271, 531	22, 260 15
Metal bearings	do. 11, 851	2, 661 00
Metal pipe	do. 5, 524	1, 243 00
Mustard	cases.. 4	154 00
Memdie ore	tons.. 960	1, 907 50
Needles	packs.. 2, 544	101 64
Nitrate of soda	casks.. 9	426 00
Nails	do. 508	3, 055 00
Nutmegs	pounds.. 769	330 93
Nuts	bags.. 265	2, 558 00
Oatmeal	barrels.. 16, 320	71, 896 00
Oatmeal	pounds.. 10, 460	112 00
Oats	bushels.. 1, 880, 437	705, 684 78
Oil	casks.. 35	18, 891 00
Oil	cases.. 15	343 00
Old iron	pounds.. 576, 580	6, 199 13
Old seal molds .....	.....	95 00
Oranges	cases.. 3	250 00
Old brass and copper	pounds.. 7, 822	832 00
Old lead	do. 5, 937	293 00
Onions	barrels.. 375	750 00

Abstract general of invoices of merchandise, &c.—Continued.

Merchandise.	Total quantity.	Total value.
Oysters.....barrels..	328	\$833 00
Personal effects.....		311,617 94
Pork.....pounds..	2,717,094	292,012 44
Pork.....barrels..	150	3,000 00
Porter.....do.....	25	195 00
Porter.....case.....	1	10 00
Peas.....bushels..	731,366	353,440 00
Peas.....barrels..	924	3,046 32
Peas.....bushels..	609	607 24
Poultry.....pounds..	242,676	27,710 58
Poultry.....number..	8,159	3,824 65
Petroleum oil.....gallons..	5,559,767	1,125,359 23
Petroleum oil.....barrels..	1,142	12,135 00
Petroleum tar.....do.....	12,196	22,897 07
Plow-plates.....packs..	42	310 00
Potatoes.....bushels..	3,439	3,271 02
Plaster.....tons.....	1,020	2,038 00
Plastering hair.....pounds..	105,159	2,231 00
Pickets.....number..	257,675	1,812 00
Piling.....feet.....	108,155	3,869 02
Piles.....number..	1,691	1,253 00
Pickles.....case.....	1	3 00
Paper, printing.....reams..	3,296	7,573 40
Paper stock.....pounds..	143,219	4,218 85
Paper collars.....number..	10,000	100 00
Plumbago.....pounds..	78,983	6,773 28
Patent medicines.....cases..	225	5,250 00
Pens.....gross.....	3,775	679 00
Piano.....number..	1	300 00
Paint, mixed.....pounds..	250	282 00
Paint.....kegs.....	12	11 00
Paintings.....number..	1	94 00
Pictures.....do.....	32	370 00
Posts.....cords.....	414	1,070 00
Pipe-clay.....tons.....	4	68 00
Rum.....		1,287 60
Rags.....pounds..	361,255	8,738 67
Rags.....bales.....	143	2,620 00
Rice.....pounds..	3,584	309 00
Robes.....number..	3	39 38
Rope.....pounds..	13,540	1,354 98
Rope wire.....packs..	14	25 00
Rigging.....pounds..	585	467 00
Raisins.....barrels..	72,329	72,492 00
Raisins.....boxes.....	2,900	5,010 00
Rifles.....cases.....	44	10,400 00
Rye.....bushels..	435,975	2,448,129 39
Rubber goods.....case.....	1	188 00
Reflectors.....number..	15	37 50
Sand.....barrels..	1,590	195 00
Skins.....number..	678,843	157,546 00
Saws.....cases.....	2	201 00
Shooks.....number..	15,607	9,620 00
Shingles.....M.....	34,387	88,543 79
Shingle bolts.....cords.....	7,524	8,429 00
Sarsaparilla.....pounds..	400	35 00
Scythe sticks.....number..	6,000	369 00
Spars.....do.....	44	636 00
Sleighs.....do.....	9	158 00
Sheep and lambs.....do.....	608,762	781,957 00
Sugar.....pounds..	114,803	9,111 00
Saddles.....number..	2	25 20
Swath timber.....pieces..	20,260	1,218 37
Straw goods.....cases.....	56	4,622 45

Abstract general of invoices of merchandise, &c.—Continued.

Merchandise.	Total quantity.	Total value.
Sewing machines.....	.....	\$863 50
Skates.....	.....	7,156 80
Soda ash.....pounds.....	56,029	1,145 91
Soda.....kegs.....	600	3,910 00
Soda caustic.....pounds.....	88,698	3,258 00
Stone.....cords.....	816	1,631 46
Staves.....M.....	2,923	46,806 00
Stave bolts.....cords.....	617	2,743 00
Spirits.....gallons.....	130,024	89,892 37
Sulkies.....number.....	3	36 83
Springs.....pounds.....	2,470	129 00
Sponge.....do.....	137	80 00
Seeds.....boxes.....	1,339	9,047 24
Sumac.....bags.....	5	51 25
Sulphur.....casks.....	156	1,733 00
Shoe findings.....cases.....	4	185 20
Sound and tongues.....barrels.....	151	1,403 00
Steel.....pounds.....	70,702	4,169 98
Steel scrap.....do.....	17,266	230 71
Swine.....number.....	21,966	59,352 00
Sugar boxes.....do.....	35,422	10,313 28
Sugar mills.....do.....	1	125 00
Sirup.....cases.....	60	720 00
Sirup.....gallons.....	50	64 00
Salmon.....barrels.....	244	4,880 00
Salmon.....pounds.....	20,135	2,301 00
Salmon.....cases.....	1,000	12,327 00
Seal oil.....tons.....	9	42,360 00
Saws.....number.....	1	20 00
Salt.....bushels.....	57,590	14,802 00
Salt.....sacks.....	27,768	11,754 00
Salt.....pounds.....	60,180	283 00
Silver ore.....tons.....	376	650 00
Saw-mill carriage beams.....sets.....	3	300 00
Shot.....tons.....	10	150 00
Saw logs.....feet.....	3,598,000	15,870 42
Satchels.....number.....	120	175 00
Shovel handles.....do.....	12,569	2,569 00
Seal skins.....do.....	3,080	3,352 00
Stuffed animals.....cases.....	6	150 00
Slate roofing.....squares.....	95	163 00
Slate, rough.....tons.....	60	532 00
Slate knives.....cases.....	2	80 00
Spikes.....pounds.....	854	84 00
Sewing machines.....number.....	1,854	20,684 00
Tar.....barrels.....	2,025	4,638 00
Tallow.....pounds.....	927	47 00
Timber.....feet.....	27,955,973	105,572 00
Tripe.....barrels.....	8	30 00
Trees.....boxes.....	11	102 50
Type.....	.....	843 00
Tin.....boxes.....	147	779 00
Ties, railroad.....number.....	218,716	51,699 00
Tea.....pounds.....	10,695	4,552 80
Turnips.....bushels.....	3,006	463 00
Turnip seed.....do.....	700	2,884 00
Telegraph poles.....number.....	1,600	1,550 00
Tongues.....	.....	1,412 00
Tobacco.....pounds.....	160,073	6,580 73
Tobacco stems.....do.....	8,073	80 70
Vinegar.....gallons.....	640	13,255 00
Venison.....pounds.....	861	51 00
Varnish.....gallons.....	60	156 00
Wagons.....number.....	289	12,911 00

Abstract general of invoices of merchandise, &c.—Continued.

Merchandise.	Total quantity.	Total value.
Wagon material.....		\$484 00
Wood, last.....	230	855 00
Wood patterns.....	boxes 2	91 00
Wool.....	pounds 2, 115, 482	737, 871 00
Woolens.....	cases 3	292 00
Woolen goods.....	pounds 1, 500	112 00
Wool sacks.....	number 14	7 00
Wheat.....	bushels 925, 672	1, 052, 815 00
Wire rigging.....	pounds 44, 560	456 00
Whiskey.....	gallons 1, 218	1, 048 86
Waste.....	pounds 457	20 00
Whips.....	number 1	80
Window sashes.....	do 6	5 00
White lead.....	pounds 6, 080	326 00
Wines.....	gallons 8, 870	10, 814 00
Wines.....	cases 303	2, 204 00
Zinc.....	pounds 42, 100	5, 035 00
Zinc nails.....		469 00
Total.....		34, 591, 688 64

WILLIAM A. DART.

CLIFTON.

OCTOBER 21, 1870. (Received November 19.)

As will be seen from the appended table,* the total value of exportations from this province, as entered in the books of this consulate and its agency at St. Catharine's, for the year in question, was \$2,543,403 62. The lubricating and petroleum oil referred to therein were shipped through the United States and en route to other countries. Their total value, as is found by reference to this abstract, was \$690,676 39; deducting these figures from the foregoing, we have a balance of \$1,852,827 23, which is the total value of exportations from this consular district for consumption in the United States. During a like period, ending September 30, 1869, the exportation from this district, independent of merchandise in transit through the country, was \$780,416 12, showing an increase in the trade of this year, over that of last, of \$1,072,411 11.

The value of merchandise shipped en route through the United States to other countries, as entered at this office, during the year ending September 30, 1869, was \$184,568 92, showing an increase in this trade for this year, over that of the year previous, of \$506,107 47.

The number of gallons of oil passing over the territory of the United States en route to other countries from Canada, as entered at this office, for the year ending September 30, 1870, was 3,647,338 gallons. The same for the year ending September 30, 1869, was 1,394,961 gallons, showing an increase for the last year of 2,252,377 gallons.

By comparing the returns for the respective quarters of the years referred to above, it will be noticed that the increase in the business apparent in the foregoing statement is not very equally distributed throughout the year. The following table shows the business of the district, including the shipments referred to above as en route through the United States, for the respective quarters in question:

Quarter ending—	1868-'69.	1869-'70.
December 31	\$249, 833 32	\$590, 779 94
March 31	177, 590 93	949, 136 63
June 30	362, 156 13	611, 566 41
September 30	275, 404 66	391, 920 64
Total	964, 985 04	2, 543, 403 62

It will be observed from this statement that the smallest quarter in the first year is the largest in the second, and that exportations have been rapidly falling off since the 31st of March, 1870. This is not fully reliable, however, as there is reason to believe that there has been very little decrease in shipments from this province within that period. At about the date of the commencement of the decrease in shipments entered at this office, there were consular agencies established at Paris and London, on the line of the Great Western Railway, and with the activity manifested by these agents in intercepting shipments and shippers en route to this point, it is not remarkable that there should be a decrease in the business of this office. This is mentioned only to explain what cannot otherwise be easily understood. The subject of inland agencies in Canada, which have been tried once or twice before, and in all cases apparently without benefit to the service, will be considered at some future time. In regard to the general or aggregate increase of exportations from Canada to the United States, and in shipments across their territory, for the year ending September 30, 1870, over that preceding it, the country has been in a more prosperous condition during the year just closed, and much greater activity has been displayed in all branches of industry during that period. Eleven hundred and seventy-four cars, containing dutiable merchandise en route to various points in the United States, and over their territory to other countries, have been closed and sealed by this consulate during the year closing with September 30th ultimo. During the preceding year there were 801 cars sealed at this office, showing an increase, in this business, for the year, of 373 cars. The Treasury regulations in regard to sealing cars have changed so many times during the year past, that there has been very little regularity at this place in this business. Under certain of these regulations, which have been in force most of the year, as was the case also during the year preceding, it was impracticable for shippers to have cars sealed at all. The regulations referred to, however, have been altered, and with those now in force, this business is gradually increasing.

The course of the trade of this district during the past year, as in former years, has been wholly eastward, shipments passing mostly over the New York Central Railroad to markets in eastern cities and on the seaboard. The season just closing has been an unusually productive one, and nearly all kinds of farm products are plentiful. I anticipate that a heavy trade in exportations will be carried on during the winter season, though there seems to be a slight falling off in business just at present. This consulate is situated within five hundred yards of the west end of the great railroad suspension bridge, over which all exportations from this part of Canada, as well as large quantities of western produce and eastern merchandise, pass. The bridge was completed in the year 1855, and has been in constant use since that date. Its success has surpassed the most sanguine expectations of its friends and constructors. The amount of freight and the number of passengers passing over it, both eastward and westward, are incalculable.

An approximate idea of its great importance may be derived from the accompanying statement of the number of freight cars and amount of freight that have passed over the bridge, in both directions, during the commercial year just terminated.

Month.	NUMBER OF LOADED CARS.				TONNAGE.			
	Westward.		Eastward.		Westward.		Eastward.	
	Freight.	Live stock.	Freight.	Live stock.	Local.	Through.	Local.	Through.
October, 1869.....	1,590	5	2,934	710	814	12,355	2,857	24,563
November, 1869.....	1,531	11	3,169	546	738	10,924	2,893	26,478
December, 1869.....	1,217	8	3,669	434	949	8,351	5,609	29,680
January, 1870.....	1,254	4	3,290	620	1,146	8,533	5,462	26,343
February, 1870.....	1,299	7	3,487	798	1,362	8,616	6,981	28,014
March, 1870.....	1,972	8	3,574	733	2,314	13,533	6,559	27,620
April, 1870.....	2,142	12	3,179	536	1,861	14,507	4,765	26,823
May, 1870.....	1,779	3	2,695	621	1,774	11,400	4,172	22,449
June, 1870.....	1,655	4	3,104	437	1,319	8,755	4,534	23,760
July, 1870.....	1,472	5	2,760	398	1,102	8,701	3,220	21,914
August, 1870.....	1,893	-----	3,296	352	1,025	12,615	2,989	29,551
September, 1870.....	2,220	5	3,271	551	997	14,228	3,689	27,283
Total.....	20,024	72	38,428	6,736	15,401	132,578	53,781	314,478

Empty cars passing westward : Freight, 18,562 ; live stock, 6,730.

Total cars passing over Suspension Bridge, 90,552 ; total tonnage passing over Suspension Bridge, 516,238.

The above statement was prepared, at the expense of much labor, by Thomas Butters, Esq., freight agent of the Great Western Railway at this point, and is a full and correct report of the freight business of the bridge. In addition to the number of freight cars passing over the bridge, there is an average of about sixty passenger coaches crossing it daily, aggregating about 21,900 during the year. All passenger trains are made up on the Canada side of the river, and are backed across the Suspension Bridge to receive passengers, or to return to the yards after discharging them. Hence the number of passenger cars crossing the bridge is double that given above, namely, 43,800. This number, added to the number of freight cars, as given in the preceding statement, makes the grand total of 134,352 cars which have passed over the Suspension Bridge, during the year just closed.

Not more than ten loaded cars, with an engine, are permitted to pass over the bridge at the same time. Hence, we are safe in estimating that, with the 134,352 cars which crossed the bridge during the year, there were 13,435 engines, especially as engines often return over the bridge unaccompanied by cars. In addition to this number, 174 dead engines, that is, engines en route as freight to various roads in the West, have passed over the bridge within the year. This, then, aggregates as passing over the Suspension Bridge, during the twelve months ending September 30, 1870, 13,609 railroad engines, 43,800 passenger coaches, 90,552 freight cars, and 516,238 tons of freight. This is wholly independent of the number of passengers, and of the business of the lower or carriage bridge. The average weight of freight cars is 19,000 pounds ; of passenger coaches, 40,000 pounds, and of railroad engines, 60,000 pounds. These figures reduced, give us a total weight of 5,321,504,000 pounds that have passed over the Railroad Suspension Bridge, during the year closing with September 30, 1870.

When it is understood that the length of the bridge, which consists

of a single span, is 800 feet from tower to tower, it seems almost incredible that such an enormous weight should be passed across it, from one bank to the other, during the time specified. I am not able to compare these figures with similar statements for former years, but there is no doubt but that during the year just closed the business of the bridge has increased over former years, at least one-fourth. Still the bridge is considered as safe and strong as when the first engine passed over it fifteen years ago; and there is little ground to doubt that it will stand, for many years to come, a grand commercial link between two countries, as well as a monument to the engineering skill of the nineteenth century, and to the memory of one of the most able and persevering architects, and one of the brightest geniuses that has graced the annals of American history. John A. Roebling died one year ago; but labor has little occasion to build a more enduring monument to his name, during the present century, at least, than that which, under his own engineering, he saw completed, when he looked upon Niagara Railroad Suspension Bridge in 1855, and said, "It is finished."

W. MARTIN JONES.

Abstract of invoices of merchandise exported to the United States from the consular district of Clifton for the year ending September 30, 1870.

Merchandise.	Total quantity.	Total value.	Merchandise.	Total quantity.	Total value.
Ale.....gallons.	285	\$105 36	Old rope.....pounds.	101,002	\$3,989 17
Apples.....barrels.	2,916	5,592 28	Old iron.....do.	576,580	6,199 13
Barley.....bushels.	177,471	102,429 31	Peas.....bushels.	38,780	26,024 90
Beans.....do.	250	210 95	Petroleum oil*.....gallons.	3 617,391	682,258 64
Blankets.....	4	20 50	Petroleum tar.....barrels.	5,655	15,201 26
Books.....	83	128 60	Pork, bacon, ham, and shoulders.....pounds.	2,621,603	282,802 78
Bran, shorts, &c.....pounds.	4,257,201	21,347 63	Railroad ties.....	1,900	240 38
Buckwheat flour.....barrels.	50	135 44	Ropes.....	3	39 98
Butter.....pounds.	146,761	29,574 74	Saddle.....	1	8 20
Cattle.....	17,487	583,295 08	Saw.....	1	7 00
Cattle horns.....	26,400	130 60	Scrap leather.....pounds.	6,093	144 07
Cheese.....pounds.	818,372	117,625 52	Scythe sticks.....	6,000	369 00
Chloride of lime.....do.	6,211	172 30	Second-hand machines pes.	16	951 20
Cotton rags.....do.	67,290	2,782 82	Sewing machines.....	891	6,380 89
Eggs.....dozen.	249,095	25,206 66	Sheep and lambs.....	38,740	110,038 53
Fish.....barrels.	7	46 64	Sheep and calf skins.....	32,783	21,690 81
Flaxseed.....pounds.	486,030	13,227 01	Shingles.....	1,711,000	3,205 81
Flax and tow.....do.	481,094	38,947 46	Sleighs.....	3	53 81
Flour.....barrels.	14,390	57,524 81	Snath timber.....pieces.	2,260	138 37
Grass seed.....bushels.	1,608	1,144 42	Soda ash.....pounds.	11,149	263 91
Harness.....sets.	22	321 59	Spirits.....gallons.	2,255	1,481 37
Hides, horse and cow.....	242	2,124 33	Split peas.....barrels.	924	3,046 32
Hoops.....	103,050	309 43	Steel.....pounds.	1,519	147 91
Hops.....pounds.	48,222	9,307 80	Stone.....cords.	8	8 46
Horses.....	1,103	124,091 72	Sulkies.....	3	36 83
Household goods.....	7,237 92	113 68	Sunmac.....bags.	5	51 25
Indian bark work.....	4	49 20	Swine.....	13,563	22,414 76
Japonica.....bales.	4	49 20	Timber and lumber...feet.	1,153,595	13,799 63
Lard.....pounds.	254,056	33,356 90	Tow yarn.....pounds.	1,292	115 33
Lubricating oil*.....gallons.	30,017	8,417 75	Wagons.....	13	733 63
Malt.....bushels.	9,588	6,639 83	Wagon material.....sets.	149	484 78
Maple sugar.....pounds.	73	7 30	Wheat.....bushels.	16,647	17,095 19
Mink skins.....	30	93 69	Whiskey.....gallons.	30	53 30
Mules.....	4	192 55	Wood patterns.....boxes.	2	91 23
Mutton and beef.....pounds.	165,023	14,450 48	Wool.....pounds.	94,021	31,211 00
Notions and dry goods.....	283 73				
Oat meal.....barrels.	6,754	26,941 91			
Oats.....bushels.	162,415	57,836 85			
			Total.....		2,543,403 62

* For exportation to Europe.

FORT ERIE.

DECEMBER 31, 1870. (Received January 6, 1871.)

The aggregate value of exports to the United States for the year ending September 30, 1870, invoices of which have been verified at this consulate, is \$1,862,752 81, showing an increase over that of the previous year of \$729,184 08. This, however, does not exhibit the actual increase of the exports from this port, quite a proportion of the former business of this consulate being now intercepted by the recently established agencies in the interior. The actual exports from this port to the United States the past year have been double those of 1869, and quadruple those of 1868. This increasing traffic, notwithstanding the grievous complaints of the adverse regulations and heavy duties imposed by our Government, shows that the United States still continue to afford the most profitable as well as most convenient markets for the agricultural products of Canada.

The harvest of the past year has hardly been an average one. Barley is extensively grown here, and sent almost exclusively to the markets of the United States, and is perhaps the only Canadian product which materially influences prices in those markets. This year it has been both deficient in quantity and poor in quality, and the American consumer finds himself better supplied from the excellent and abundant crops in the Western States. The little that is exported commands an average price of only 50 cents a bushel. Wheat was badly winter-killed in many sections. This cereal, however, seeks European markets, by way of the St. Lawrence river. Of hay, root, and most other crops, there was a good yield. Apples have been very abundant, but, without an adequate market, are a source of but little profit to the producer. This region is admirably adapted to fruit culture.

Large numbers of cattle and sheep are sent to Buffalo by way of this port. Their aggregate value this year was over \$1,000,000. Canadian cattle are somewhat inferior to and do not command as high prices in American markets as western cattle. With its capabilities as a grazing country, a more general introduction of improved breeds would enable Ontario to furnish cattle inferior to none. This fact, Canadian farmers are beginning to realize. Horses have been largely in demand for export to the United States, and have brought prices considerably in excess of those of former years.

The amount of lumber exported to the United States from this part of Canada is yearly decreasing. This is owing partly to the fact that lumber has been stripped from the most accessible lands. The expense of procuring it from points distant from the lake's shore and its tributary streams, and from lines of railroads, added to the duties imposed by our tariff, leaves but a small margin of profit to the exporter. If he would avail himself of the admission of unmanufactured lumber into our ports, free of duty, he is met by the Canadian government with an export duty of \$1 per 1,000 feet on pine and spruce, and \$2 on oak. Under these discouragements, much of the enterprise and capital which formerly has built up thriving villages along the Canadian shore of the lake has sought more profitable exercise and investment in the forests of Michigan and Wisconsin. All along the lake shore may be seen saw-mills, once of immense capacity, now standing unused and in ruins, monuments of the decay of the lumbering interests of Canada.

The past year has witnessed the projection of several enterprises, not only of local interest, but having an important bearing on the commer-

cial relations and interests of the two countries. First among these is the International Bridge. In May the two companies incorporated, one, under the laws of the State of New York, the other, under the laws of Canada, were merged into one, under the name of the International Bridge Company, and immediate measures were taken to secure the early success of this enterprise. The contract for its construction was awarded to Mr. S. C. Gzowski, of Toronto, and the work was at once commenced, and has been vigorously prosecuted. Three piers are already completed. The bridge will cross the Niagara River, from Fort Erie to the city of Buffalo, at Black Rock Harbor, about one mile below the foot or outlet of Lake Erie. It will be built on what is known as the "Pratt truss" plan, resting on eleven stone piers, including two pivot piers and four abutments. On the main river will be five spans of 190 feet, two of 240 feet, and two of 160 feet, each in the clear. On Black Rock Harbor will be two spans of 75 feet, one of 100 feet, and one of 130 feet, each in the clear. There will be on the main river two draws of 160 feet, and on the Black Rock Harbor two draws of 75 feet, each in the clear. The entire length of the structure from land to land will be 3,558 feet. Its height above the water at ordinary stages on the main river will be 20 feet, and on Black Rock Harbor 18 feet. The water at the deepest point is 42 feet deep. By the terms of the contract the bridge will be completed by the close of the year 1871. The estimated cost is \$1,200,000. Simultaneously with this project, are inaugurated two of the most promising railway enterprises of Canada—the Canada Southern and the Canada Air-Line. The former road will start at Fort Erie and run in a westerly course to St. Thomas, a town of considerable commercial importance on the London and Port Stanley Railroad, and nine miles from the lake shore. From thence one branch extends to Amherstburg, on the Detroit River, and another to the town of St. Clair, on the St. Clair River; the former branch connecting with the Michigan Southern Railroad, by the construction of a loop line to Jonesville, a station on the road, the latter connecting with the Peninsular and Midland Railways of Michigan; thus forming important connections with American railroads extending to Chicago and the West.

The Canada Air-Line is an offshoot of the Great Western Railway. It follows nearly a parallel course with the Canada Southern, and connects with the main line at Glencoe, about thirty miles west of London. Though an offshoot, it will evidently become, in point of business, the main line, as it very sensibly shortens the distance between New York and the West, and secures important eastern railroad connections, the want of which it has seriously felt at its present eastern terminus at Suspension Bridge.

The fact that two railroads were located on nearly a parallel line, and in such proximity to each other, seemed at first to indicate that both were playing a stupendous game of "bluff," each striving to compel the other to compromise or to abandon the field. It seems quite certain now, that whatever might have been the original purpose, both roads will be speedily built.

For the construction of the Air-Line, all the requisite capital has been provided and the road is already nearly all under contract, and its completion is insured.

For the Southern road, the enterprise and responsibility of the men who control it; the interest felt by the people of the towns and counties along the line, substantially manifested by the large subsidies granted to it, and the progress already made in its actual construction, seem to promise equal success.

A glance at the map of Ontario will show the important bearing of these roads, both on the through traffic between the East and West, and on the local traffic between this part of Canada and the United States. For the former, they will offer the advantages of shorter routes and superior connections, both at their eastern and western termini. For the latter, the results will be more important to Canada, and quite as interesting to us. These roads will traverse the richest part of Ontario, lying between the lake shore and lines of railroads already in operation, whose growth and development have been greatly retarded, for want of better facilities of communication.

The city of Buffalo at this eastern terminus, situated at the foot of Lake Erie and at the head of the Erie Canal, with its railroads diverging in all directions, invites the commerce of this part of Canada, for which it is the natural outlet, offering it the advantage of her own local markets and a choice of routes to more eastern markets.

The International Bridge and the Canada Air-Line and Southern Railways completed, and important concentration of the commerce of this portion of Canada with the United States must result. The Grand Trunk Railway, freed from its present inconveniences and delays, incident to ferriage across the Niagara River, traversing the whole breadth of Ontario, from Lake Erie to Lake Huron, with its main line radiating east and west; the Canada Southern and Air-Line Railroads extending from Fort Erie to Michigan, and all pouring their through and local traffic over the International Bridge to Buffalo and American markets, must add greatly to the commercial interests of that city and to the importance of Fort Erie as a point of transit.

There is no noticeable change in the amount of business of the Welland Canal during the past year. The tonnage and national character of the vessels and freight passing through the canal, for the past five years, have been without any marked difference. The question of its enlargement, so as to admit the passage of sea-going vessels, is still agitated. The Canadian government has, within the past year, authorized a commission to inquire into the feasibility of its enlargement. No report has yet been made.

I inclose a detailed statement of the exports from Fort Erie to the United States, for the past fiscal year, courteously furnished to me by R. Graham, esq., collector of her Majesty's customs at this port.

A. C. PHILLIPS.

Statement showing the description, quantity and value of the exports from the port of Fort Erie to the United States for the year ending September 30, 1870.

Quantity and description.	Value.
845 gallons ale and beer.....	\$61
40 gallons brandy.....	180
233,082 pounds butter.....	28,657
679,073 bushels barley.....	475,832
542 bushels beans.....	614
2,006 tons bran.....	22,749
70 hundred-weight of beef.....	358
33,143 cattle.....	882,570
2,124 gallons cider.....	180
14 carriages.....	1,424
Cottons.....	168
334,994 dozen eggs.....	36,586
133 barrels pickled fish.....	1,143
Fresh fish.....	6,388
16,597 hundred-weight flax.....	27,624
40,845 bushels flaxseed.....	60,279
Fruit.....	1,632

Quantity and description.	Value.
11,592 barrels flour	\$57,987
Household goods	18,019
Glassware	500
Grindstones	535
700 horses	60,155
1,707 hides	4,364
338 tons hay	2,524
3,161 hundred-weight hemp	45,023
92,070 pounds hops	11,122
Hardware	518
7,694 tons scrap iron and other ores	111,331
1,640 pounds lard	174
95,000 feet oak logs	2,931
48,000 feet pine logs	316
Lime	4,414
Leather	463
Pig-lead	510
1,081 barrels meal	4,942
Machinery	2,433
Malt	3,726
Nutmegs	982
11,989 bushels oats	4,620
194,297 gallons petroleum oil	37,064
Poultry	5,571
157 hundred-weight pork	5,558
73,800 pelts	46,085
51,401 bushels peas	37,185
6,311,000 feet plank and boards	58,737
Rags	892
156,149 sheep	336,258
20,647 swine	61,513
488 cords stone	3,819
140 barrels salt	172
2,059 bushels grass and other seeds	3,328
Soda	1,461
230,000 staves	4,702
329 cords stave-bolts	1,268
90,000 shingles	180
742 pounds tallow	42
3,000 pounds tobacco	1,266
Leaf tobacco	831
Type	353
325 tons timber	5,631
500 pounds tea	247
Vegetables	331
1,443 cords firewood	3,530
Manufactured wood	259
Other woods	7,798
86,315 bushels wheat	90,604
225,372 pounds wool	62,325
Woolens	250
120 gallons wine	225
25,000 gallons whisky	24,300
Other spirits	76
Miscellaneous articles	2,687
Total	2,688,882

RECAPITULATION.

Animals and their produce	\$1,530,216
Agricultural products	847,762
Manufactures	73,407
Produce of the fisheries	7,531
Produce of the forest	85,293
Produce of the mine	115,150
Miscellaneous	29,523
Total	2,688,882

Abstract of invoices of merchandise exported to the United States, verified at the consulate at Fort Erie, for the year ending September 30, 1870.

Description.	Quantity.	Value.
Apples.....bushels..	200	\$146 00
Barley.....do.....	720,684	404,988 25
Beef.....pounds..	4,312	174 68
Butter.....do.....	37,687	6,674 88
Brandy.....cases..	20	160 00
Barrels.....numbers..	1,312	408 41
Buckwheat.....bushels..	4,235	1,696 58
Buckwheat flour.....pounds..	2,020	30 71
Bolts, stave.....cords..	903	1,778 52
Bolts, heading.....do.....	667	1,003 00
Beans.....bushels..	330	329 80
Bridles.....numbers..	1	2 00
Blankets.....do.....	1	4 00
Bags.....do.....	70	28 38
Cattle.....do.....	24,982	700,144 16
Carriages.....do.....	5	289 20
Chestnuts.....bushels..	1	3 50
Cider.....barrels..	4	1 25
Eggs.....dozen....	117,954	12,170 01
Feed, mill.....pounds..	3,831,970	19,773 01
Flax-seed.....do.....	269,879	7,277 47
Flax.....do.....	66,717	7,019 16
Flax-brakes.....numbers..	1	65 00
Files.....dozen....	120	110 00
Flour.....barrels..	8044	3,146 30
Feathers.....pounds..	13	6 50
Fish, pickled.....do.....	143	8 00
Grass-seed.....bushels..	725	1,704 09
Horses.....numbers..	658	65,717 71
Harnesses.....do.....	4	82 50
Hoops.....do.....	140,100	412 30
Hoop-poles.....do.....	1,180	11 80
Headings.....do.....	94,240	491 56
Hides.....do.....	834	756 09
Hops.....pounds..	93,872	10,803 56
Household goods.....		9,538 56
Iron, scrap.....pounds..	4,118,262	40,988 35
Junk.....do.....	41,260	3,119 50
Lumber.....feet....	8,867,920	69,005 88
Lime.....barrels..	2,780	1,187 00
Lead, pig.....pounds..	60,000	2,423 06
Lead, black.....do.....	20,010	1,932 40
Lead, old.....do.....	267	8 00
Oats.....bushels..	98,011	34,266 67
Oat meal.....pounds..	264,768	7,606 50
Pelts, limed.....numbers..	3,469	540 67
Piling.....feet....	108,155	3,869 02
Posts, fence.....numbers..	2,615	254 20
Peas.....bushels..	52,237	30,754 52
Peas, split.....do.....	600	600 00
Petroleum, refined.....gallons..	351,064	69,385 73
Plaster.....pounds..	40,000	70 00
Poultry, live.....numbers..	774	225 54
Poultry, dressed.....pounds..	2,797	283 25
Potatoes.....bushels..	15	6 00
Pork.....pounds..	7,200	587 70
Staves.....numbers..	1,238,449	29,351 01
Sheep and lambs.....do.....	65,084	183 349 54
Swine.....do.....	5,316	20,760 77
Skins, sheep.....do.....	24,807	12,511 01
Skins, calf.....do.....	1,661	1,117 84
Slate.....squares..	35	105 00

Merchandise exported to the United States, &c.—Continued.

Description.	Quantity.	Value.
Stone..... cords..	806	\$1, 612 00
Steel, scrap..... pounds..	17, 226	231 71
Shingles..... numbers..	131, 750	517 82
Saddles..... do.....	1	17 00
Soda..... kegs.....	100	325 00
Timber..... feet.....	889, 014	8, 319 64
Ties, railroad..... numbers..	112, 234	24, 373 47
Tobacco..... pounds..	927	2, 653 70
Tallow..... do.....	927	47 23
Tar..... barrels..	773	1, 277 90
Tan-bark..... cords..	300	900 00
Venison..... pounds..	861	51 20
Wood..... cords..	18, 843 1/2	34, 005 39
Wool..... pounds..	13, 791	4, 323 84
Wool-sacks..... numbers..	14	7 00
Wheat..... bushels..	12, 613	12, 823 82
Whips..... numbers..	1	80
		1, 862, 752 81

Statement showing the commerce of the United States going through the Welland Canal during the fiscal year ending June 30, 1870. Whence and whither destined.

Articles.	Tons.	Whence.	Whither.
Wheat.....	5, 783	Cleveland.....	Kingston.
	6, 068	...do.....	Oswego.
	1, 635	...do.....	Ogdensburg.
	1, 336	...do.....	Montreal.
	58, 733	Toledo.....	Oswego.
	22, 923	...do.....	Kingston.
	12, 509	...do.....	Ogdensburg.
	3, 790	...do.....	Montreal.
	700	...do.....	Cape Vincent.
	260	...do.....	Clearmont.
	47, 997	Chicago.....	Kingston.
	3, 873	...do.....	Montreal.
	9, 081	...do.....	Ogdensburg.
	13, 092	...do.....	Oswego.
	713	...do.....	Cape Vincent.
	285	...do.....	St. Catharine's.
	444	...do.....	Prescott.
	348	Detroit.....	Kingston.
	8, 052	...do.....	Ogdensburg.
	954	...do.....	Montreal.
	22, 245	...do.....	Oswego.
	1, 302	Milwaukee.....	Thorald.
	58, 741	...do.....	Oswego.
	38, 051	...do.....	Kingston.
	10, 320	...do.....	St. Catharine's.
	2, 799	...do.....	Cape Vincent.
	491	...do.....	Prescott.
	545	...do.....	Watertown.
	1, 693	...do.....	Montreal.
	100	...do.....	Hamilton.
	454	...do.....	Dalhousie.
	335, 337		
Corn.....	570	Cleveland.....	Ogdensburg.
	15, 100	Toledo.....	Do.
	2, 828	...do.....	Oswego.
	466	...do.....	Cape Vincent.
	202	Detroit.....	Oswego.
	405	...do.....	Ogdensburg.
	43, 316	Chicago.....	Do.
	1, 608	...do.....	Prescott.
	865	...do.....	Cape Vincent.
	12, 978	...do.....	Oswego.

Commerce of the United States through the Welland Canal, &c.—Continued.

Articles.	Tons.	Whence.	Whithor.
Corn—Continued	164	Chicago	Montreal.
	1,260	do	Kingston.
	79,822		
Flour	1,258	Cleveland	Ogdensburg.
	296	do	Oswego.
	7,793	Toledo	Ogdensburg.
	942	Chicago	Montreal.
	1	do	Prescott.
	8,970	do	Ogdensburg.
	221	do	Oswego.
	57	do	Kingston.
	151	do	Thorald.
	3,312	Detroit	Ogdensburg.
	29	Milwaukee	Montreal.
	580	do	Ogdensburg.
	23,610		
Oats and pease	1,036	Toledo	Ogdensburg.
	217	Chicago	Montreal.
	452	do	Oswego.
	1,212	do	Ogdensburg.
	2,917		
Rye	126	Detroit	Oswego.
Barley	552	Chicago	Ogdensburg.
	260	Milwaukee	Oswego.
	812		
Bran	162	Toledo	Ogdensburg.
	165	Chicago	Do.
	230	Milwaukee	Do.
	6	Cleveland	Do.
	2	Detroit	Do.
	565		
Hay	104	Chicago	Ogdensburg.
Broom corn	23		
	12		
	46		
	81		
Flaxseed	200		
	1		
	201		
Apples	7	Cleveland	Ogdensburg.
	23	Toledo	Do.
	35	Chicago	Montreal.
	12	do	Oswego.
	71	do	Ogdensburg.
	3	Milwaukee	Do.
	151		
Ashes	2	Detroit	Ogdensburg.
	4	do	Montreal.
	1	Cleveland	Do.
	4	Chicago	Do.
	44	do	Do.
	19	Milwaukee	Ogdensburg.
	74		
Iron ore	275	Milwaukee	Hamilton.
W. I. staves	141	Toledo	Quebec.
Barrel staves	243	Cleveland	Oswego.
	110	do	Liverpool.
	8	Toledo	Quebec.
	361		

Commerce of the United States through the Welland Canal, &c.—Continued.

Articles.	Tons.	Whence.	Whither.
Coal.....	29,883	Cleveland.....	Toronto.
	13,496	do.....	Hamilton.
	187	do.....	Cobourg.
	662	do.....	Kingston.
	201	do.....	Dundas.
	23	do.....	Ogdensburg.
	592	do.....	New Castle.
	395	do.....	Oswego.
	150	do.....	Clayton.
	400	do.....	Port Hope.
	450	do.....	Cape Vincent.
	737	do.....	Ogdensburg.
	2	Detroit.....	Do.
	300	Erie.....	Thorald.
	5,649	do.....	Hamilton.
	967	do.....	St. Catharine's.
	520	do.....	Ogdensburg.
	1,909	do.....	Oswego.
	185	do.....	Cobourg.
	150	do.....	Port Hope.
	2,255	do.....	Toronto.
	66,110		
Iron.....	10		
	38		
	205		
	3		
	39		
	300		
Railroad iron.....	2	Chicago.....	Ogdensburg.
	1	Detroit.....	Do.
	3		
Pig iron.....	12	Cleveland.....	Ogdensburg.
	256	Chicago.....	Hamilton.
	268		
Castings.....	1	Cleveland.....	Ogdensburg.
	55	Toledo.....	Do.
	13	Chicago.....	Do.
	1	Detroit.....	Do.
	70		
Furniture and baggage.....	2	Cleveland.....	Ogdensburg.
	3	do.....	Oswego.
	28	Toledo.....	Ogdensburg.
	162	Chicago.....	Do.
	23	Detroit.....	Do.
	1	Milwaukee.....	Montreal.
	219		
Hides.....	84	Cleveland.....	
	139	Toledo.....	
	241	Chicago.....	
	10	Detroit.....	
	5	do.....	
	479		
Oil.....	766	Cleveland.....	Liverpool.
	120	do.....	Ogdensburg.
	35	Chicago.....	Do.
	5	Detroit.....	Do.
	179	Toledo.....	Do.
	1,105		
Lard.....	64		
	11		
	1		
	71		
Dye.....	10	Toledo.....	Ogdensburg.

Commerce of the United States through the Welland Canal, &c.—Continued.

Articles.	Tons.	Whence.	Whither.
Beer and vinegar.....	6	Cleveland.....	Ogdensburg.
	9	Toledo.....	Do.
	3	Chicago.....	Do.
	18		
Block and grindstones.....	53	Cleveland.....	Ogdensburg.
	27	do.....	Clayton.
	618	do.....	Toronto.
	942	do.....	Montreal.
	49	do.....	Hamilton.
	15	do.....	Oswego.
	208	Toledo.....	Ogdensburg.
	41	Chicago.....	Do.
	47	Detroit.....	Do.
	2,000		
Nails.....	46	Cleveland.....	Ogdensburg.
	355	Toledo.....	Do.
	70	Detroit.....	Do.
	471		
Lumber.....	1	Cleveland.....	Montreal.
	34	do.....	Ogdensburg.
	13	do.....	Hamilton.
	32	Toledo.....	Ogdensburg.
	12	Chicago.....	Do.
	13	Detroit.....	Do.
	105		
Horses.....	9	Toledo.....	Ogdensburg.
	45	Chicago.....	Do.
	3	Detroit.....	Do.
	1	Milwaukee.....	Montreal.
	58		
Pork.....	90	Toledo.....	Ogdensburg.
	186	Chicago.....	Montreal.
	44	do.....	Kingston.
	570	do.....	Ogdensburg.
	4	do.....	Toronto.
	93	Milwaukee.....	Ogdensburg.
	987		
Empty barrels.....	198	Cleveland.....	Hamilton.
	6	Milwaukee.....	Montreal.
	204		
Wooden-ware.....	24	Cleveland.....	Montreal.
	2	do.....	Ogdensburg.
	17	do.....	Liverpool.
	5	do.....	Toronto.
	59	Toledo.....	Ogdensburg.
	6	Chicago.....	Do.
	3	Detroit.....	Do.
	116		
Boards.....	507	Cleveland.....	Ogdensburg.
	2,000	Chicago.....	Do.
	266	Detroit.....	Oswego.
	12,590	do.....	Ogdensburg.
	8,272	Toledo.....	Do.
	23,635		
Timber.....	270	Detroit.....	Kingston.
	226	do.....	Ogdensburg.
	390	Toledo.....	Quebec.
	3,940	do.....	Ogdensburg.
	2,783	do.....	Kingston.
	7,609		

Commerce of the United States through the Welland Canal, &c.—Continued.

Articles.	Tons.	Whence.	Whither.
Wool.....	156	Toledo.....	Ogdensburg.
	135	Chicago.....	Do.
	29	Detroit.....	Do.
	20	Cleveland.....	Do.
	340		
Whisky.....	11	Cleveland.....	Ogdensburg.
	11	do.....	Hamilton.
	44	Milwaukee.....	Montreal.
	190	Toledo.....	Ogdensburg.
	12	Chicago.....	Montreal.
	5	do.....	Kingston.
	145	do.....	Ogdensburg.
	15	Detroit.....	Do.
	363		
Meats, tobacco, tin, shingles, rags, &c.	72	Detroit.....	Oswego.
Merchandise not classified.....	15	Cleveland.....	
	87	Toledo.....	
	57	Detroit.....	
	8	Milwaukee.....	
	1	do.....	
	16	Chicago.....	
	184		
Hams and onions.....	12	Cleveland.....	Ogdensburg.
Agricultural implements.....	1	do.....	New Castle.
Paint, tallow, butter, and junk.....	54	Chicago.....	Ogdensburg.
Onions, cotton, hemp, hoops, steel, and wagons.	34	Toledo.....	Do.
	101		

Summary of the foregoing statement.

Articles.	Tons.	Articles.	Tons.
Wheat.....	335,343	Hides.....	479
Corn.....	79,822	Oil.....	1,105
Flour.....	23,610	Lard.....	71
Oats and Pease.....	2,917	Dye-woods.....	10
Rye.....	126	Beer and vinegar.....	18
Barley.....	812	Block and grindstones.....	2,000
Bran.....	565	Nails.....	471
Hay.....	104	Earthen and glass ware.....	105
Broom-corn.....	81	Horses.....	58
Flax-seed.....	201	Pork.....	987
Apples.....	151	Wool.....	340
Ashes.....	74	Whiskey.....	363
Iron ore.....	275	Merchandise not classified.....	184
West India staves.....	141	Sundries not classified.....	173
Barrel staves.....	361	Empty bails.....	204
Coal.....	66,110	Wooden ware.....	116
Iron.....	300	Boards.....	23,635
Railroad iron.....	3	Timber.....	7,609
Pig-iron.....	268		
Castings.....	70		
Furniture.....	219	Total.....	549,481

MONTREAL.

Abstract of invoices of merchandise exported to the United States from the consular district of Montreal for the year ending September 30, 1870.

Merchandise.	Total quantity.	Total value.
Ashes, pearl	barrels.. 1, 130	\$30, 066
Ashes, pot	do. 919	28, 051
Ashes, leached	tons.. 140	120
Ashes, scrapings	barrels.. 12	162
Ale	gallons.. 4, 512	1, 645
Almonds	bags.. 68	704
Antimony	pounds.. 1, 652	265
Apples	barrels.. 128	324
Butter	pounds.. 1, 076, 010	354, 705
Books .....	.....	45, 123
Bottles	dozen.. 9, 550	2, 483
Buffalo mitts	do. 25	108
Boiler plates	tons.. 8	363
Blue ball	bags.. 60	52
Bricks	thousands.. 5	150
Barley, pot	kegs.. 200	520
Beans	barrels.. 2, 977	5, 038
Bone dust	pounds.. 452, 692	5, 282
Barley	bushels.. 396, 523	268, 668
Brandy	gallons.. 5, 206	11, 729
Brandy	cases.. 704	2, 714
Bran	tons.. 930	10, 366
Bay rum	puncheon.. 1	184
Bell castings	pounds.. 800	200
Buckwheat	do. 2, 440	212
Bleaching powder	do. 26, 779	536
Bleaching powder	casks.. 100	1, 451
Bags	number.. 320	61
Bedding	cases.. 1, 618	814
Bicarbonate of soda	kegs.. 500	1, 350
Bees-wax	pounds.. 564	6, 327
Buffalo robes	bundles.. 72	561
Blankets	pairs.. 114	568
Barrels	number.. 4, 2, 483	338
Clay pipes	boxes.. 6, 875	8, 854
Corn	bags.. 20	15
Cider	gallons.. 225	120
Currants	barrels.. 269	3, 794
Chlorate of potash	kegs.. 24	478
Canada balsam	gallons.. 293	1, 528
Canada plates	boxes.. 470	1, 713
Confectionery	cases.. 2	350
Castor oil	casks.. 3	215
Caustic	drums.. 100	2, 434
Canvas	yards.. 1, 717	446
Cumbles	casks.. 4	47
Coupling pins	number.. 335	100
Cattle	head.. 11, 620	287, 649
Cattle horns	hogsheads.. 23	372
Cattle hair	pounds.. 16, 925	1, 386
Cattle tails	number.. 24, 362	941
Calves	do. 2	20
Carringes	do. 1	30
Clothing	cases.. 6	843
Carpets	yards.. 153	180
Copper ore	tons.. 1, 560	23, 400
Coal	pounds.. 149, 681	356
Cement	barrels.. 20	100
Chains	pounds.. 16, 030	1, 255
Clay stone	tons.. 152	1, 200
Charcoal dust	hogsheads.. 36	409

Merchandise exported to the United States, &c.—Continued.

Merchandise.	Total quantity.	Total value.
Cigars	boxes 10	\$100
Drugs	cases 379	5,829
Dry-goods .....	.....	8,480
Dairy-skins	number 4,659	3,009
Eggs	dozen 413,982	67,815
Emery	casks 9	129
Essences	cases 10	462
Earthenware	crates 21	971
Flour	barrels 1,305	5,900
Flax	pounds 15,051	7,541
Fancy goods	cases 6	1,783
Furs, raw	skins 19,206	33,888
Furs, manufactured	sets 6	377
Furs, waste	pounds 1,668	128
Feed	tons 541	8,608
Fiber	pounds 120	36
Fire-brick	number 300	43
Fish	barrels 1,621	20,096
Fish	cases 206	1,057
Fish oil	gallons 148	100
Frames, gilt	number 3	30
French calf-skins	pounds 3,520	2,428
Glue	hogsheads 5	232
Glue	pounds 1,202	158
Grindstones .....	.....	676
Glass plate	boxes 51	8,716
Glass sheet	cases 49	1,371
Glass	do 54	382
Glass, silvered	feet 1,545	1,269
Granite	cases 23	786
Groceries .....	.....	3,836
Horses	number 6,739	573,435
Hops	pounds 119,888	13,159
Hemlock bark	cords 225	763
Hams	cases 20	616
Hogs	pounds 34,603	3,030
Hay	tons 5,071	31,494
Honey	pounds 563	63
Hardware	packs 153	2,110
Human hair	cases 22	1,106
Hoops	number 448,700	239
Head-lights	do 5	300
Herrings	barrels 33	204
Herrings	boxes 62	281
Harness	sets 18	389
Iron, scrap	pounds 3,857,737	47,654
Iron, pig	tons 20,792	317,137
Iron, ore	do 10	32
Iron, wire	bundles 178	508
Iron, truck bars	number 318	417
Iron, railroad	tons 196	8,237
Iron, castings	pounds 20,000	4,725
Ice	tons 337	1,062
Junk	pounds 899,682	20,198
Jute	do 4,200	462
Jewelers' sweeps	barrels 21	215
Knees .....	.....	971
Lumber	feet 1,484,496	1,271
Liquors	cases 181	11,903
Liquors	gallons 8,779	793
Lead	pounds 13,013	134
Lead pipe	do 3,040	631
Lead ashes	do 56,091	2,521
Lath	thousands 2,054	.....

Merchandise exported to the United States, &c.—Continued.

Merchandise.	Total quantity.	Total value.
Licorice, paste.....pounds..	450	\$54
Licorice, root.....do.....	2,518	273
Leather, sole.....crates..	56	1,834
Leather, scrap.....pounds..	22,646	1,015
Miscellaneous.....		37,659
Mustard.....cases..	4	154
Machinery.....		2,275
Monuments.....number..	1	286
Meats.....pounds..	12,706	1,495
Metal bearings.....do.....	11,851	2,661
Metal pipe.....do.....	5,524	1,243
Marble, statue.....number..	1	600
Nails.....casks..	232	1,687
Nuts.....bags..	265	2,568
Nutmegs.....pounds..	300	135
Nitrate of soda.....casks..	8	381
Oils.....do.....	7	670
Oils.....cases..	15	343
Oils.....gallons..	4,373	4,577
Oatmeal.....barrels..	2,568	11,181
Oats.....bushels..	864,122	386,570
Old seal moulds.....number..		95
Old orange.....cases..	5	250
Onions.....barrels..	125	250
Peas.....bushels..	9,475	6,186
Poultry.....number..	4,615	2,425
Poultry.....pounds..	99,580	11,563
Pickles.....kegs..	1	8
Phosphate of lime.....barrels..	96	325
Plaster.....tons..	500	975
Plasterers' hair.....pounds..	84,218	1,791
Petroleum.....barrels..	1,142	12,135
Plough plates.....packs..	42	310
Porter.....barrels..	25	195
Patent medicines.....cases..	225	5,250
Potatoes.....bushels..	360	148
Personal effects.....		57,128
Pens.....gross..	3,775	679
Paper, printing.....reams..	2,515	5,511
Paper, stock.....pounds..	7,219	100
Pork.....barrels..	150	3,000
Plumbago.....pounds..	51,535	5,124
Pipe clay.....tons..	4	68
Paintings.....case..	1	194
Paper collars.....number..	10,000	100
Raisins.....boxes..	33,129	70,016
Railway ties.....number..	4,953	4,131
Rubber goods.....case..	1	188
Rags.....bales..	143	2,620
Shooks.....number..	8,121	2,134
Twine.....do.....	459	2,190
Sheep and lambs.....do.....	27,217	47,017
Saws.....case..	1	194
Silver ore.....tons..	376	650
Straw goods.....cases..	30	2,916
Salmon.....pounds..	20,135	2,301
Stationery.....case..	2	250
Springs.....pounds..	2,478	129
Sugar mill.....number..	1	125
Satchels.....do.....	120	175
Stuffed animals.....cases..	6	150
Sleighs.....number..	1	13
Shingles.....thousands..	507	2,096
Sulphur.....casks..	156	1,733

Merchandise exported to the United States, &c.—Continued.

Merchandise.	Total quantity.	Total value.
Steel.....pounds	1,274	\$71
Sewing-machines.....castings	47	361
Salt.....bags	22,768	11,629
Salt.....bushels	16,215	3,557
Soda.....packs	450	3,473
Soda ash.....pounds	44,080	882
Soda caustic.....do.	88,702	3,258
Sarsaparilla.....do.	400	35
Slate knives.....cases	2	80
Slate, rough.....tons	60	532
Seal presses.....number	20	78
Sirup.....gallons	50	64
Skins.....number	124,284	499,523
Turnip seed.....bushels	700	2,884
Timothy seed.....do.	15,586	46,248
Tea.....pounds	9,911	3,280
Timber.....feet	934,681	7,892
Tobacco.....pounds	3,153	997
Tobacco.....hogsheads	45	2,880
Type.....		843
Tin.....boxes	147	779
Varnish.....gallons	60	156
Vinegar.....do.	250	80
Wagons.....number	8	308
Window glass.....boxes	22,869	13,994
Wool.....pounds	118,503	47,465
Woolen goods.....do.	1,500	112
White lead.....do.	6,080	326
Waste.....do.	457	20
Wines.....cases	302	2,014
Wines.....gallons	7,390	8,086
Whisky.....do.	703	587
Wheat.....bushels	196	91
Wrought-iron rods.....pounds	2,800	129
Zinc.....do.	44,100	5,035
Total.....		5,216,001

WILLIAM A. DART.

PICTOU, NOVA SCOTIA.

NOVEMBER 23, 1870. (Received December 1.)

The subjoined statement shows that the shipment to the United States of the principal article of export, that of coal, has been less during the past than during any former year, even since the termination of the reciprocity treaty, this reduction in export being attributable, in great part, to a growing preference in the United States of the Cumberland coal of our own country to Pictou coal. The statement shows also a marked decrease, compared with the corresponding statement of last year, in the number of American vessels engaged in the carrying trade between this port and the United States, the decrease being caused by the lower rates of freight prevailing during the present season, freights averaging \$2 50 per ton, against \$2 75 during the preceding year, the former of which rates, taking into consideration the expense of building and managing American vessels, hardly leaves any margin for profits.

American vessels engaged in the open-sea fishery, in the waters adjacent to this consular district, have not been as successful during the present as in some former seasons, partly because the fish have this year kept more than usual within three miles from shore, but partly also on account

of the obstacles to the prosecution of their trade resulting from the liberal construction by the English and Canadian authorities of the convention with Great Britain of the year 1818, and according to which construction it would seem not even an American vessel engaged in the whale fishery could legally enter any port of the British North American provinces for the purpose of buying provisions, salt, or other supplies. The prohibition to our fishing vessels to buy provisions in the ports of the Dominion of Canada has, however, I am informed, been suspended since the closing of the fishing season. Four American fishing vessels have been seized during the season in the waters near Cape Breton Island for alleged violation of Canadian in-shore fishery laws, on the charge of fishing within three miles from shore. Concerning these seizures and matters connected therewith, the Department has been kept as fully and promptly advised as circumstances permitted; for particulars I beg to refer you to my dispatches Nos. 9 to 14, inclusive, Nos. 16 to 18, inclusive, and Nos. 20 to 23, inclusive. On the judicial proceedings against the vessels subsequent to their seizure I have no report to submit, the court of vice-admiralty for the province being at Halifax and the consulate at that place having no doubt fully advised the Department in regard to this matter.

OSCAR MALMROS.

Return of goods imported during the year ending September 30, 1870.

Countries whence imported.	Articles.	Quantity.	Value.	Total quantity.	Total value.
Great Britain	Acid, sulphuric	lbs. 1, 384	\$22	} 7, 948	\$92
United States	do	lbs. 6, 564	70		
Great Britain	Brandy	galls. 353	361	} 1, 016	1, 066
France	do	galls. 663	795		
Great Britain	Gin	galls. 701	329	} 701	329
Do	Rum	galls. 468	963		
Do	Whisky	galls. 1, 836	1, 194	} 1, 836	1, 194
United States	Oil, kerosene and benzine	galls. 3, 425	885		
Great Britain	Coffee, green	lbs. 171	95	} 171	95
United States	Coffee, ground	lbs. 360	29		
Great Britain	Common soap	lbs. 13, 435	816	} 13, 435	816
Do	Starch	lbs. 448	43		
Do	Vinegar and acetic acid	galls. 12	13	} 436	114
United States	do	galls. 424	101		
Great Britain	Rice	lbs. 1, 792	52	} 1, 792	52
United States	Flour, wheat and rye	bbls. 799	4, 845		
Do	Flour, of other kinds	bbls. 61	268	} 850	5, 113
Do	Grains, other than wheat	bush. 5	24		
Great Britain	Ale, in casks and bottles	galls. 896	613	} 2, 843	1, 119
Pr. Edward Island	do	galls. 1, 947	506		
Great Britain	Tea, black	lbs. 27, 192	10, 321	} 27, 192	10, 321
United States	Tobacco, manufactured, and snuff	lbs. 8	6		
Great Britain	Wines	galls. 225	348	} 225	348
Do	Sugar, above Dutch standard	lbs. 7, 817	646		
United States	do	lbs. 2, 811	223	} 12, 084	925
Other countries	do	lbs. 1, 456	56		
Great Britain	Cane juice and melado	lbs. 100	6	} 100	6
Do	Confectionery	lbs. 287	122		
United States	do	lbs. 50	20	} 6, 669	584
Do	Lard and tallow	lbs. 6, 669	584		
Great Britain	Mace and nutmegs	lbs. 25	12	} 28	12
Do	Spices, ground	lbs. 99	20		
United States	Patent medicines	lbs. 24	24	} 24	24
Great Britain	Perfumery	lbs. 205	205		
Do	Perfumed and fancy soap	lbs. 33	33	} 33	33
Do	Molasses	lbs. 365	9		
For West Indies	do	lbs. 22, 270	516	} 22, 635	525
United States	Blacking	lbs. 110	110		
Great Britain	Brooms and brushes	lbs. 84	84	} 84	84
United States	do	lbs. 181	181		
Great Britain	Cabinet ware and furniture	lbs. 96	96	} 1, 348	1, 444
United States	do	lbs. 1, 348	96		
Great Britain	Candles of all kinds	lbs. 22	22	} 22	22
Do	Carpets and rugs	lbs. 2, 490	2, 490		
United States	do	lbs. 45	45	} 45	45
Pr. Edward Island	Carriages	lbs. 262	262		
United States	do	lbs. 42	42	} 42	42

Return of goods imported during the year ending September 30, 1870—Continued.

Countries whence imported.	Articles.	Quantity.	Value.	Total quantity.	Total value.
Great Britain	China, crockery, and earthenware		\$675		\$675
United States	Clocks		125		125
Great Britain	Clothing		2,856		2,856
Do	Cordage		551		551
United States	do		101		101
Great Britain	Corks		18		18
Do	Cottons		18,433		18,433
United States	do		278		278
Pr. Edward Island	do		461		461
Great Britain	Dried fruits and nuts		110		110
United States	do		128		128
Other countries	do		126		126
Great Britain	Drugs		2,167		2,167
United States	do		303		303
Great Britain	Fancy goods		3,069		3,069
Do	Gunpowder		5,268		5,268
Do	Guns and rifles		163		163
United States	do		23		23
Do	Glass, plate and silvered		30		30
Great Britain	Glass, window		1,607		1,607
Do	Glassware		434		434
United States	do		1,635		1,635
Great Britain	Hats and caps		579		579
United States	do		486		486
Great Britain	Hosiery		1,087		1,087
Pr. Edward Island	do		116		116
United States	Inks, (not printing)		6		6
Great Britain	Iron and hardware, cutlery		220		220
Do	Iron and hardware, spades, rakes, hoes, &c.		570		570
United States	do		498		498
Great Britain	Iron and hardware, spikes, nails, tacks, &c.		3,004		3,004
United States	do		332		332
Great Britain	Iron and hardware, stoves and castings		927		927
Pr. Edward Island	do		44		44
United States	do		599		599
Great Britain	Iron and hardware, other kinds		8,711		8,711
Pr. Edward Island	do		177		177
United States	do		5,536		5,536
Great Britain	Jewelry and watches		23		23
United States	Lumber, sawn		630		630
Great Britain	Leather		233		233
United States	do		150		150
Great Britain	Linen		2,290		2,290
Pr. Edward Island	do		104		104
Newfoundland	Manufactures of marble		24		24
United States	do		130		130
Great Britain	Manufactures of India-rubber		615		615
United States	do		42		42
Great Britain	Manufactures of hair		52		52
Do	Manufactures of leather		54		54
Do	Manufactures of leather boots and shoes		384		384
Do	Manufactures of wood		69		69
Pr. Edward Island	do		106		106
United States	do		227		227
Do	Mowing machines	No.	1,464	30	1,464
Great Britain	Musical instruments		419		419
Newfoundland	do		75		75
Great Britain	Mustard	lbs. 88	35	88	35
United States	Machinery		121		121
Great Britain	Oil-cloths		390		390
United States	do		125		125
Great Britain	Oils, rectified		2,354		2,354
United States	do		1,331		1,331
Great Britain	Packages		220		220
Pr. Edward Island	do		129		129
United States	do		46		46
France	do		94		94
Great Britain	Paints and colors		1,745		1,745
United States	do		350		350
Great Britain	Paper		673		673
United States	do		417		417
Great Britain	Paper hangings		1,551		1,551
United States	do		58		58
Great Britain	Parasols and umbrellas		357		357
Do	Plaster of Paris and cement		15		15
United States	do		39		39
Great Britain	Pickles and sauces		190		190
United States	Portable printing presses		42		42

Return of goods imported during the year ending September 30, 1870—Continued.

Countries whence imported.	Articles.	Quantity.	Value.	Total quantity.	Total value.
Great Britain.....	Sails, ready made.....		\$185		\$185
Do.....	Shawls.....		128		194
Pr. Edward Island.....	do.....		66		
Great Britain.....	Silks, satinets, and velvets.....		2, 112		2, 157
Pr. Edward Island.....	do.....		45		9
Great Britain.....	Spices, unground.....		9		144
United States.....	Spirits of turpentine..... galls.	352	144	352	
Great Britain.....	Stationery.....		497		782
Pr. Edward Island.....	do.....		29		
United States.....	do.....		257		
Great Britain.....	Small wares.....		2, 939		3, 206
Pr. Edward Island.....	do.....		173		
United States.....	do.....		94		75
Do.....	Varnish.....		75		
Great Britain.....	Woolens.....		23, 506		24, 891
Pr. Edward Island.....	do.....		1, 350		
United States.....	do.....		35		
Great Britain.....	Unenumerated.....		915		2, 044
Pr. Edward Island.....	do.....		68		
United States.....	do.....		1, 061		
Great Britain.....	Sole and upper leather.....		280		300
United States.....	do.....		20		
Do.....	Fruit, green.....		249		249
Great Britain.....	Seeds, not cereals.....		33		65
United States.....	do.....		32		
Do.....	Vegetables.....		50		50
Great Britain.....	Printed books.....		510		
Pr. Edward Island.....	do.....		177		1, 570
United States.....	do.....		883		
Great Britain.....	Iron, bar, rod, hoop, sheet, &c.....		10, 535		10, 563
Pr. Edward Island.....	do.....		28		
United States.....	Type.....		312		312
FREE GOODS.					
Drugs and dye-stuffs, viz:					
Great Britain.....	Acids.....		49		49
Do.....	Barks, &c., for dyeing.....		439		1, 329
United States.....	do.....		890		
Great Britain.....	Bleaching powder and borax.....		33		33
Do.....	Indigo.....		20		36
United States.....	do.....		16		
Great Britain.....	Lead, red and white, dry.....		6		6
Do.....	Niter, &c.....		17		17
Do.....	Ochers.....		7		7
Do.....	Phosphorus.....		33		33
Do.....	Roots, medicinal.....		6		6
Do.....	Vitriol, blue.....		7		7
Do.....	Whiting.....		26		26
Manufactures and products of manufactures, viz:					
Do.....	Ashes, pot, pearl, and soda.....		22		62
United States.....	do.....		40		
Great Britain.....	Cotton wool.....		30		30
Do.....	Cotton candlewick.....		51		55
United States.....	do.....		4		
Great Britain.....	Cotton and flax waste.....		216		216
United States.....	Church bells.....		556		556
Great Britain.....	Fire-brick.....		21		33
United States.....	do.....		12		
Great Britain.....	Fishing nets, &c.....		617		625
United States.....	do.....		6		
Great Britain.....	Gold leaf.....		51		51
Do.....	Junk and osalrum.....		1, 834		1, 864
Pr. Edward Island.....	do.....		30		
United States.....	Lumber, pitch-pine.....		28		28
Great Britain.....	Machine linen thread.....		211		211
Do.....	Nails, (composition and sheathing).....		246		246
United States.....	Printers' implements.....		21		21
Ships' materials, viz:					
Great Britain.....	Anchor, &c.....		6, 535		6, 535
Do.....	Binnacle lamps, &c.....		119		119
Do.....	Blocks, bushes, &c.....		660		660
Do.....	Bunting and wire rigging.....		4, 084		4, 084
Do.....	Deck plugs, iron knees, &c.....		2, 913		
Pr. Edward Island.....	do.....		4		2, 952
United States.....	do.....		35		

Return of goods imported during the year ending September 30, 1870—Continued.

Countries whence imported.	Articles.	Quantity.	Value.	Total quantity.	Total value.
Great Britain.....	Cables, cordage, canvas, &c.....		\$12, 32	}	\$13, 043
Pr. Edward Island.....	do.....		172		
United States.....	do.....		566		
Great Britain.....	Varnish, bright and black.....		60		60
Metals:					
Do.....	Copper in bars, sheets, &c.....		11		11
Do.....	Iron, scrap and pig.....		2, 469	}	2, 484
Pr. Edward Island.....	do.....		15		
Great Britain.....	Lead.....		149		149
Do.....	Railroad bars.....		1, 176		1, 176
Do.....	Spelter and zinc.....		315		315
Do.....	Steel.....		1, 048		1, 048
Do.....	Tin, block, bar, &c.....		94		94
Do.....	Iron tubes and piping.....		318		318
Do.....	Wire of brass or copper.....		52		52
Do.....	Yellow metal.....		964		964
The growth and produce of British North American Provinces:					
Pr. Edward Island.....	Animals.....		3		3
Do.....	Butter..... lbs.....	3, 030	606	3, 030	606
Do.....	Meats, fish salted and smoked..... lbs.....	484, 023	60, 032	484, 023	60, 032
Do.....	Lard and tallow..... lbs.....	14, 736	2, 324	14, 736	2, 324
Do.....	Fish and fish oil.....		1, 301		1, 301
Do.....	Timber and lumber.....		46		46
Do.....	Vegetables.....		10		10
Do.....	Flour and meal..... bbls.....	11	65	11	65
Natural products:					
Do.....	Fish, fresh.....		356		356
Do.....	Grains, except wheat and corn.....		3, 408		3, 408
Great Britain.....	Grease, and grease scrap.....		676		676
Newfoundland.....	Hides.....		769	}	49, 415
United States.....	do.....		48, 646		
Do.....	Marble, unwrought.....		325		325
Great Britain.....	Salt..... tons.....	277	626	}	1, 695
Pr. Edward Island.....	do..... tons.....	190	1, 069		
Do.....	Tanners' bark..... cords.....	1, 173	3, 115	}	1, 173
Pr. Edward Island.....	Tar and pitch..... bbls.....	79	151		
United States.....	do..... bbls.....	10	20	}	89
Do.....	Tobacco, leaf..... lbs.....	126, 805	11, 537		
Pr. Edward Island.....	Vegetables.....		1, 159	}	126, 805
United States.....	do.....		33		
Pr. Edward Island.....	Woods, unmanufactured.....		123	}	1, 192
United States.....	do.....		2, 662		
Great Britain.....	Other articles.....		405	}	2, 785
Pr. Edward Island.....	do.....		482		
United States.....	do.....		75	}	962
Total amount of free goods.....					179, 554
Total amount of dutiable goods furnished.....					154, 560
Total imports.....					334, 114

RECAPITULATION.

Countries whence imported.	Articles.	Value.	Total.
Goods imported from Great Britain.....	Dutiable.....	\$121, 881	\$160, 732
Do.....	Free.....	38, 871	
Goods imported from British Provinces.....	Dutiable.....	3, 961	79, 079
Do.....	Free.....	75, 109	
Goods imported from United States.....	Dutiable.....	26, 904	92, 896
Do.....	Free.....	65, 992	
Goods imported from other countries.....	Dutiable.....	1, 447	1, 447
Total imports.....			334, 114

Return of goods exported during the year ending September 30, 1870.

Countries to which exported.	Articles.	Quantity.	Value.	Total quantity.	Total value.
	Produce of the mine, viz:				
Pr. Edward Island	Coal	tons 13, 587	\$19, 346	} 101, 537	\$207, 223
United States	do	tons 87, 202	186, 431		
Other countries	do	tons 748	1, 526		
British Provinces	Stone		452	}	732
United States	do		280		
	Produce of the fisheries:				
British Provinces	Fish salted		3, 643	}	4, 365
United States	do		728		
Other countries	do		23		
British Provinces	Fish oil	galls 78	39	78	39
	Produce of the forest:				
Great Britain	Timber, birch	tons 835	5, 340	835	5, 340
British Provinces	Staves		182		182
Do	Scantling		20		20
Great Britain	Deals and deal ends		567		567
British Provinces	Plank and boards		3, 550		3, 550
Do	Spars		124		124
Great Britain	Lathwood		30		30
British Provinces	Other woods		253		253
	Animals, &c.:				
British Provinces	Butter	lbs 27, 460	5, 532	}	5, 669
United States	do	lbs 700	137		
British Provinces	Eggs	doz 350	34		
United States	do	doz 74, 740	8, 423	}	8, 457
British Provinces	Other articles		38		
United States	do		930		
	Agricultural products:				
British Provinces	Barley		92		92
Do	Flour	bbls 4, 011	21, 037		21, 037
Do	Green fruits		697		
Other countries	do		9		706
British Provinces	Hay		315		
Other countries	do		118		433
Provinces	Oatmeal		231		231
Do	Vegetables		3		
Other countries	do		415		418
	Manufactures:				
British Provinces	Biscuit		12		12
Do	Iron and hardware		1, 435		1, 435
Do	Leather		5, 181		5, 181
Do	Machinery		535		535
Do	Other articles		607		607
Great Britain	} Goods not the produce of the Dominion		78	}	3, 864
British Provinces			1, 942		
United States			1, 844		
Total exports					272, 180

RECAPITULATION.

Goods exported to Great Britain	\$6, 035
Goods exported to British Provinces	65, 291
Goods exported to United States	198, 763
Goods exported to other countries	2, 091
Total exports	272, 180

Imports and exports at the following ports for the year ending September 30, 1870.

	Quantity.	EXPORTS.	IMPORTS.
		Value.	Value.
COW BAY.			
Coal..... tons.....	48, 108	\$75, 828	.....
Flour, corn meal, household furniture, and agricultural implements.....	.....	.....	\$8, 000
LINGAN.			
Coal..... tons.....	27, 295	46, 410	.....
Imports.....	.....	.....	4, 000
GLACE BAY.			
Coal..... tons.....	31, 958	55, 512	.....
PLASTER COVE.			
Horns, ship knees, and pickled fish.....	.....	2, 659	.....

Return of vessels entered and cleared during the year ending September 30, 1870.

	UNITED STATES.		OTHER COUNTRIES.		TOTALS.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
British vessels arrived from.....	190	49, 695	557	112, 879	747	162, 504
United States vessels arrived from.....	23	13, 639	1	514	24	14, 153
	213	63, 264	558	113, 393	771	176, 657
British vessels cleared for.....	231	45, 170	451	94, 400	682	139, 570
United States vessels cleared for.....	26	15, 342	.....	.....	26	15, 340
	257	60, 512	451	94, 400	708	154, 912

Seven vessels reported at this consulate; the difference of vessels in the above return is accounted for by the arrival and departure of the steamer Alhambra, running between this port, Halifax, and Boston.

H. Ex. 93—13

PORT ROWAN.

Abstract of invoices of merchandise exported from the Dominion of Canada to the United States, verified at the consular agency at Port Rowan, in the consular district of Fort Erie, for the year ending September 30, 1870.

Merchandise.	Quantity.	Value.
Apples, green	bushels.. 84	\$125 60
Apples, dried	pounds.. 2, 616	189 72
Barley	bushels.. 235, 697	171, 066 60
Butter	pounds.. 2, 686	394 53
Beans	bushels.. 35	35 00
Bolts, stave	cords.. 57	124 75
Bolts, shingle	do.. 452	2, 313 00
Bolts, pail	do.. 766	3, 588 00
Corn	bushels.. 1, 153	620 50
Carriages	number.. 3	120 00
Cultivator	do.. 1	30 00
Eggs	dozen.. 3, 651	349 07
Flour	barrels.. 294	1, 179 75
Household goods	lots.. 2	561 90
Horses	number.. 22	1, 727 00
Harness	sets.. 5	97 50
Heading	number.. 587	9 39
Iron, scrap	pounds.. 47, 000	302 08
Junk	do.. 500	10 00
Lumber	feet.. 14, 025, 319	98, 549 77
Laths	number.. 584, 225	617 75
Masts	do.. 4	160 00
Meal, oat	pounds.. 200	6 00
Old canvass and lead	do.. 790	39 50
Oats	bushels.. 7, 511	1, 493 67
Potatoes	peck.. 1	25
Posts, cedar	number.. 30	1 00
Peas	bushels.. 110	54 70
Poultry and fowls	number.. 384	63 60
Rye	bushels.. 5, 696	3, 081 12
Staves	number.. 464, 904	9, 865 08
Shingles	do.. 8, 544, 000	15, 900 13
Sheep	do.. 150	437 00
Spars	do.. 44	696 00
Timber, round	feet.. 17, 846, 168	77, 973 49
Timber, square	cubic feet.. 32, 523	4, 441 63
Ties, railroad	number.. 46, 420	9, 016 00
Wheat	bushels.. 26, 954	26, 910 57
Wood	cords.. 3, 760	6, 146 00
Whiskey	gallons.. 15	13 75
Total		438, 331 40

B. F. EASTMAN.

PRESCOTT, ONTARIO.

OCTOBER 31, 1870. (Received November 5.)

In addition to the consulate at this place, agencies are located at Ottawa, Brockville, Morrisburg, and Dundee, and during the year above mentioned the value of exports from this district to the United States, as shown by the invoice books in the above-mentioned five offices, was \$2,402,321 74, being an increase of exports over the amounts during the year ending 30th September, 1869, of \$416,128 41.

The direction of the trade of this district was \$2,054,293 09 eastward, and \$348,028 65 westward; and of the exports those of Canadian productions amounted to \$2,392,245 09; and those of foreign production to

\$10,076 65. The following statements will show the description, quantity, and value of the exports from this consulate, and from the agency at Ottawa, for the year ending 30th September, 1870, and from the agencies at Brockville, Morrisburg, and Dundee, from the time that they were respectively established :

Statement showing the description, quantity, and value of the exports from this port to the United States, during the year ending September 30, 1870.

Description.	Quantity.	Value.
Ale	gallons.. 265	\$336 80
Apples	barrels.. 79	235 50
Barley	bushels.. 27,372	21,180 32
Beef	pounds.. 20,835	1,102 42
Brandy	gallons.. 19,337	4,355 47
Butter	pounds.. 601,123	133,060 80
Beef-hides	number.. 415	1,349 08
Buckwheat flour	pounds.. 9,590	155 44
Bricks	thousands.. 16,000	279 22
Buggies	number.. 3	60 00
Cattle	head.. 6,801	188,072 88
Calf-skins	number.. 38,434	27,248 11
Cedar ties	do.. 2,291	460 20
Doors	do.. 653	1,134 60
Dry-goods .....	.....	742 60
Eggs	dozen.. 186,815	23,618 55
Fur-skins	number.. 13,778	6,287 62
Furniture .....	.....	2,047 00
Flax	pounds.. 34,000	3,740 00
Grass-seed	bushels.. 100½	357 60
Gin	gallons.. 2,133	2,219 13
Geese	number.. 397	194 10
Herrings	barrels.. 12	72 00
Hops	pounds.. 1,510	1,008 52
Hats	number.. 839	762 00
Hoops	thousands.. 140	455 00
Hogs	head.. 900	5,893 66
Hair	pounds.. 307	24 56
Horses	head.. 1,061	98,435 28
Harness	sets.. 11	170 00
Iron ore	tons.. 95	142 50
Iron pyrites	do.. 355	710 00
Iron, scrap	pounds.. 82,900	640 00
Lath	thousands.. 361	361 10
Lead	pounds.. 1,161	46 44
Lumber	feet.. 13,447,302	154,541 80
Leather	pounds.. 671	33 42
Oats	bushels.. 42,046	14,536 22
Oatmeal	pounds.. 3,100	74 70
Poultry	do.. 91,930	7,411 70
Posts	cords.. 128	288 00
Peas	bushels.. 693	334 51
Rum	gallons.. 81½	47 30
Rye	bushels.. 1,568	1,071 04
Rags	pounds.. 21,585	836 87
Sheep	head.. 26,566	57,009 16
Shingles	thousands.. 19,886½	34,011 34
Settlers' effects .....	.....	6,693 50
Sheep-skins	number.. 17,605	7,919 80
Shingle bolts	cords.. 7,088	7,004 00
Stave bolts	do.. 550	1,475 00
Storps	tons.. 6	70 00
Staves	thousands.. 270	1,350 00
Sleighs	number.. 3	23 50

Merchandise exported to the United States, &c.—Continued.

Description.	Quantity.	Value.
Turkeys.....number..	409	\$232 65
Vinegar.....gallons..	300	119 75
Wine.....do.....	998	993 43
Whiskey.....do.....	470	404 81
Wheat.....bushels..	3,500	3,213 00
Wool.....pounds..	22,926	7,192 12
Total.....		833,846 10

Through the politeness of R. S. M. Bouchette, esq., Commissioner of Customs for the Dominion of Canada, I am enabled to furnish the following statement of the value of imports from the United States to this district, during the year ending September 30, 1870, giving the amount at each port of entry, as follows:

Brookville, including Maitland and Cole's Ferry.....	\$360,575 00
Cornwall, including Aultville.....	47,204 00
Dundee, including St. Regis and Trout River.....	13,978 00
Elgin.....	4,835 00
Morrisburg, including Matildor.....	59,358 00
Ottawa.....	947,116 00
Prescott.....	343,748 00
Total.....	1,776,814 00

Being an increase of imports over the amount during the year ending 30th September, 1869, of \$669,138. The agricultural interest in this district has suffered from a dry season, very little rain having fallen since the middle of May. From the report of the harvest of 1870, published by the Grand Trunk Railway Company, I find the average yield to the acre to have been as follows: Fall wheat, 25 bushels; spring wheat, 15 bushels; barley, 20 bushels; rye, 15 bushels; oats, 20 bushels; roots, good; potatoes, average; hay, $\frac{3}{4}$ ton; peas, 20 bushels; buckwheat, poor; corn, 20 bushels; hops, an average crop, and much better in quality than for the past two or three years; flax, very little sown; fruit, average.

The manufacturing interests of this district are mostly confined to the production of lumber, square timber, doors, sash, &c.; matches, tubs, buckets, &c.; malt liquors, whiskies, and woolen goods.

In the manufacture of lumber a capital of \$1,250,000 is invested; 10,000 hands are employed at wages averaging \$25 per month; and 400,000,000 feet of lumber, valued at \$10 per M average, is the production. In the production of square timber 5,000 hands are employed, their wages being about \$35 per month; 12,000,000 cubic feet, valued at 30 cents per foot, is the production.

In the manufacture of doors, sash, &c., the capital invested amounts to \$50,000; 90 hands are employed, their wages amounting to \$30,000 annually; the value of the articles produced is \$150,000.

In the manufacture of matches, tubs, buckets, &c., a capital of \$75,000, and 1,200 hands, counting children, are employed; the wages paid will average about 25 cents per day, and 540,000 buckets and pails, 30,000 tubs, 72,000 washboards, and 270,000 gross of matches are produced, the total value being \$186,000.

In the manufacture of malt liquors a capital of \$115,000 is invested; 60 hands at wages amounting to \$18,000 annually are employed; the production being 40,000 bushels of malt, and 15,000 barrels of ale and porter: the whole valued at \$150,000.

In the manufacture of whiskies the capital invested amounts to \$200,000; the number of hands employed is 40, at wages amounting to \$15,000 annually; the production is valued at \$450,000.

In the manufacture of woolen goods the capital invested is \$600,000; the number of hands is 875, their wages amounting to \$190,000 annually; and the value of the production is \$1,500,000. All of the foregoing statistics regarding manufactures are based on the most reliable information that I could obtain, and therefore are approximately correct.

As it is desirable to obtain full and accurate statistics of the exports from Canada to the United States, it is to be regretted that the present regulations do not require the production of a verified invoice with all shipments, of whatever amount.

Under the present system, shipments of less value than \$100 need not be accompanied by a verified invoice, and consequently the various consular reports of exports are necessarily incorrect and incomplete.

The following statement exhibits the trade between this consular district and the United States for the past four years, and it is pleasing to note the constant and steady decrease in the excess of the exports:

Year ending—	Exports.	Imports.	Excess of exports.
September 30, 1867.....	\$2,924,520 03	\$794,883 00	\$2,129,637 03
September 30, 1868.....	1,816,421 17	876,181 00	940,240 17
September 30, 1869.....	1,986,193 33	1,107,676 00	878,517 33
September 30, 1870.....	2,402,321 74	1,776,814 00	625,507 74
Total.....	9,129,456 27	4,555,554 00	4,573,902 27

I am satisfied that a great deal of smuggling is carried on along the frontier of the State of New York, and thereby considerable loss is entailed on the revenue; the present inspectors are underpaid, their salaries being often less for the month than their necessary expenditures, and it is to be regretted that additional inspectors, with increased compensation, are not appointed.

C. S. SIMS.

OTTAWA.

Statement showing the description, quantity, and value of the exports from this port to the United States, during the year ending September 30, 1870.

Description.	Quantity.	Value.
Calf-skins.....number..	468	\$468 00
Doors.....do.....	517	1, 012 20
Lumber.....feet..	99, 394, 446	941, 044 91
Plumbago.....pounds..	27, 488	1, 649 28
Total.....		944, 174 39

HUGH NOTT.

BROCKVILLE.

Statement showing the description, quantity, and value of the exports from this port to the United States, from December 23, 1869, to September 30, 1870.

Description.	Quantity.	Value.
Buckwheat flour.....pounds..	7, 380	\$97 00
Butter.....do.....	186, 529	41, 060 00
Calf-skins.....number..	2, 544	1, 911 00
Cattle.....head..	1, 923	47, 375 00
Eggs.....dozen..	10, 513	1, 152 00
Horses.....head..	345	24, 339 00
Iron ore.....tons..	585	1, 170 00
Lumber.....feet..	25, 740, 253	256, 770 00
Lath.....thousands..	1, 604	1, 604 00
Oats.....bushels..	2, 550	783 00
Peas.....do.....	650	358 00
Phosphate lime.....tons..	221	5, 525 00
Pickets.....thousands..	15	90 00
Rye.....bushels..	12, 739	7, 516 00
Sheep.....head..	8, 340	19, 450 00
Sheep-skins.....number..	3, 150	2, 124 00
Shingles.....thousands..	1, 927	3, 854 00
Wool.....pounds..	309, 511	99, 138 00
Total.....		514, 256 00

W. A. SCHOFIELD.

MORRISBURG.

Statement showing the description, quantity, and value of the exports from this port to the United States, from April 25, 1870, to September 30, 1870.

Description.	Quantity.	Value.
Barley.....bushels..	450	\$360 00
Beans.....pounds..	2,290	11 00
Buckwheat.....bushels..	264	105 60
Butter.....pounds..	155,330	35,689 48
Buggies.....number..	1	20 00
Cattle.....head..	792	29,424 99
Corn.....bushels..	15	15 13
Clover seed.....		2 50
Cotton rags.....pounds..	14,800	296 00
Dairy-skins.....number..	2,626	1,683 53
Eggs.....dozen..	236,760	31,627 52
Geese.....number..	1,049	520 00
Grass seed.....bushels..	264	92 25
Harness.....sets..	2	42 00
Horses.....head..	49	5,180 45
Hogs.....do..	45	309 50
Lumber.....feet..	8,000	720 00
Oats.....bushels..	3,345	1,231 87
Provvender.....pounds..	9,200	114 33
Peas.....bushels..	46	29 12
Sleighs.....number..	1	12 00
Sheep.....head..	2,294	3,767 65
Total.....		102,224 92

JAMES REDINGTON.

DUNDEE.

Statement showing the description, quantity, and value of the exports from this port to the United States, from August 30, 1870, to September 30, 1870.

Description.	Quantity.	Value.
Apples.....bushels..	47½	\$14 25
Butter.....pounds..	15,919	3,369 90
Bricks.....number..	12,000	70 00
Cattle.....head..	141	2,527 70
Glass.....pounds..	125	18 25
Iron.....do..	9,085	253 24
Leather.....do..	36	38 47
Milk.....do..	13,644	102 33
Mackerel.....barrels..	2	15 50
Oat meal.....do..	15	63 75
Oil, linseed.....gallon..	1	1 20
Steel.....pounds..	2,637	124 62
Sheep.....head..	458	923 97
Salmon.....barrels..	2	29 00
Salt.....pounds..	1,600	12 80
Stone.....pieces..	3	10 75
Sheep-skins.....number..	30	12 00
Settlers' effects.....		220 40
Turkeys.....number..	10	10 00
Varnish.....gallon..	1	2 00
Total.....		7,820 33

E. A. BUCKMAN.

QUEBEC.

*Comparative statement of the supply, export, and stock of lumber to December 1, for the years 1866, 1867, 1868, 1869, and 1870, respectively, with averages for the same period, and five years preceding.**

Articles.	Export, (from customs returns for years ending December 1.)					Average of five years' export.	
	1866.	1867.	1868.	1869.	1870.	1861-'65.	1866-'70.
Timber:							
Oak	1,836,153	2,006,924	2,517,690	2,217,596	2,917,689	2,359,017	2,399,196
Elm	954,252	930,580	1,235,976	1,759,355	2,018,854	1,858,999	1,379,803
Ash	116,214	138,965	168,602	274,098	416,565	267,112	226,868
Birch	339,436	262,733	343,561	554,290	371,916	285,578	374,373
Tamarac	412,674	147,483	89,317	248,467	142,618	1,136,029	208,151
White pine, sq.	14,368,370	16,739,545	10,029,185	14,054,759	19,615,560	90,066,674	13,561,492
White pine, wany	2,245,055	2,799,379	2,157,761	1,973,494	1,504,393	1,930,403	2,136,015
Red pine	2,519,885	1,204,751	1,060,657	2,629,360	1,917,785	4,546,233	1,906,487
Staves:							
Standard	1,333	2,645	1,074	1,284	1,039	1,621	1,475
Punchoon	1,358	3,705	4,455	4,274	1,237	3,038	3,045
Barrel	2	13	5	13	90	27	10
Deals:							
Pine	4,216,774	3,450,000	3,161,540	4,609,960	5,150,409	2,890,819	4,119,736
Spruce	931,918	1,125,000	975,630	944,812	686,442	833,641	960,760
Lath-wood:							
Red pine and hemlock	1,944	2,716	1,375	1,357	770	3,237	1,632

Articles.	Supply, (from returns from supervisor and others for years ending December 1.)					Average of five years' supply.	
	1866.	1867.	1868.	1869.	1870.	1861-'65.	1866-'70.
Timber:							
Oak	1,897,490	1,793,880	2,358,480	2,048,000	3,233,730	2,087,496	2,266,112
Elm	1,332,360	1,229,400	1,324,200	1,276,200	1,297,760	1,534,512	1,291,984
Ash	158,000	146,390	141,920	185,680	900,730	147,952	166,568
Birch	402,000	381,560	409,000	562,720	341,160	316,896	419,288
Tamarac	221,880	87,360	72,280	70,720	24,440	164,232	95,336
White pine, sq.	15,541,320	14,773,880	15,278,720	14,673,900	14,141,920	19,425,784	14,681,608
White pine, wany	3,199,960	2,664,960	2,292,440	1,785,560	2,207,160	3,462,392	2,430,016
Red pine							
Staves:							
Standard	1,867	1,537	1,296	1,281	1,658	1,683	1,528
Punchoon	3,262	2,864	3,154	2,241	3,206	2,732	2,951
Barrel	9	15		5		6	
Deals:							
Pine	4,778,822	3,613,234	4,632,019	4,544,666	5,197,306	4,779,218	4,533,209
Spruce	771,485	869,908	1,210,778	849,025	1,184,135		977,066
Lath-wood:							
Red pine and hemlock	4,283	3,844	3,843	3,071	1,616	5,838	3,331

Articles.	Total stock, (including merchantable and culls, on December 1.)					Average of five years' stock.	
	1866.	1867.	1868.	1869.	1870.	1861-'65.	1866-'70.
Timber:							
Oak	1,417,285	1,457,966	1,510,874	1,521,644	1,115,708	1,281,458	1,404,699
Elm	1,232,214	584,843	675,539	1,068,219	1,796,196	1,498,118	1,131,422
Ash	180,237	121,671	117,554	175,849	464,625	263,348	201,967
Birch	72,644	30,147	22,842	93,397	131,966	119,753	70,191
Tamarac	693,336	422,572	292,410	108,212	137,560	634,256	302,618
White pine, sq.	10,875,175	13,000,843	7,647,598	9,263,136	8,876,668	13,456,429	9,832,684
White pine, wany	762,903	1,905,422	1,715,185	1,607,029	697,047	2,433,860	1,398,117
Red pine	5,020,415	3,333,331	1,650,749	2,305,909	1,846,817	4,388,824	2,631,424
Staves:							
Standard	425	1,392	1,220	1,244	584	1,005	973
Punchoon	185	924	2,040	3,787	1,837	2,135	1,754
Barrel						21	
Deals:							
Pine	979,677	1,771,981	1,171,068	2,261,139	2,428,978	1,602,242	1,722,568
Spruce	332,573	651,870	450,619	685,827	398,585	440,589	503,694
Lath-wood:							
Red pine and hemlock	1,756	3,374	2,275	2,022	2,141	1,691	2,313

* Furnished by Mr. F. G. L. Sturte.

ST. JOHN'S, NEW BRUNSWICK.

OCTOBER, 20, 1870. (Received October 29.)

The number of American vessels cleared from this port during the year ending 30th September, 1870, is 362, an increase over last year of 34; whole tonnage, 212,203; increase over 1869, 22,708 tons. Value of cargoes carried out, \$1,297,179, \$221,481 more than last year. Forty-one of these vessels carried deals to the market of Great Britain valued at \$332,215. In 1869, 39 of our vessels carried deals to that country to the value of \$310,961. Freights have been much lower this season for all classes of vessels. Shipments of deals for the year have fallen short of last year some 5,000,000 feet, owing to increased demand for spruce lumber in the United States, and scarcity of logs in the market. Thirty-two of our vessels carried shooks to the West Indies valued at \$124,199 against \$132,756 last year. These are small vessels which return to the United States or the provinces with cargoes of sugar and molasses. Exports to the United States for the year show an increase over last year amounting to \$106,962, and classed as follows:

Dutiable exports certified through this office.....	\$724, 851
American lumber, under law, March 16, 1866.....	555, 714
Fresh salmon.....	37, 687
Other fresh fish.....	2, 500

Total exports from St. John's to United States, year ending September 30, 1870.....	1, 320, 752
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Shipments of American lumber show an increase of 2,307,820 feet over the past year. They are as follows:

Articles.	Quantity.	Value.
Boards, plank, and scantling.....feet..	33, 687, 455	\$505, 222
Laths.....pieces..	21, 306, 223	24, 053
Pickets.....pieces..	790, 484	8, 812
Shingles.....pieces..	37, 250	138
Clapboards.....pieces..	139, 025	2, 699
Curtain-sticks.....pieces..	683, 784	8, 358
Banisters.....pieces..	65, 418	593
Blind-slats.....pieces..	59, 100	555
Sticking.....pieces..	75, 197	470
Barrel-staves.....pieces..	2, 985	5
Broom-handles.....pieces..	33, 170	171
Bedstead stuff.....pieces..	1, 600	19
Lath-wood.....bundles..	1, 347	28
Edgings.....pieces..	840, 800	166
Door stuff.....pieces..	1, 719	74
Gutter stuff.....pieces..	8, 141	351
Total value.....		555, 714

Of this lumber American vessels carried but about 2,000,000 feet and 5,500,000 laths, not 5 per cent. of the value. Total value of dutiable lumber and wood goods exported from here to the United States is \$295,526, or a little more than one-half the value of American lumber exported in the same time.

Exports to all countries from St. John's amount to \$3,621,620, against \$3,597,990 the past year.

The shooek trade with the West Indies, for the year, shows a larger number sold this year than ever before, footing up to 1,041,590. This trade, from present indications, will very soon be entirely monopolized by these maritime provinces. They are worth about 50 cents each, and give the manufacturer a good profit. Exports of lumber to the South American ports are increasing every year. The lumber sent there is of a better class of pine, such as manufacturers cannot afford to ship to the United States and pay the high ad valorem duty.

The value of exports from St. John's for the year, which are the growth, produce, and manufacture of this province, is \$2,795,463; of this \$1,882,482 is lumber and other classes of wood goods unmanufactured in whole or in part, leaving for all other exports, produce of the province, \$912,985.

The following statement may be of use in showing the general course of trade for the past ten years:

Value of imports and exports of the province of New Brunswick to and from all countries from 1860 to 1866, both inclusive.

Year.	Imports.	Exports.
1860	\$6,940,804	\$4,459,675
1861	6,025,580	4,608,174
1862	6,285,805	3,910,098
1863	7,764,829	5,017,400
1864	9,069,592	5,124,068
1865	7,185,019	5,611,496
1866	10,139,693	6,462,227

Value of imports and exports of the province of New Brunswick to and from the United States from 1860 to 1866, both inclusive.

Year.	Imports.	Exports.
1860	\$3,347,322	\$1,208,771
1861	3,056,606	854,848
1862	3,000,828	901,768
1863	3,599,692	1,202,203
1864	3,362,890	1,283,733
1865	3,098,810	1,761,338
1866	3,795,896	1,897,944

Value of imports and exports to and from all countries at St. John's, from 1867 to 1870.

Year.	Imports.	Exports.
1867 (one-half year) .....	.....	\$1,572,193
1868	\$5,104,218	3,091,894
1869	5,247,371	3,853,232
1870	5,408,311	3,621,620

Importations from the United States show some increase, which will steadily grow larger as gold declines. The year, as a whole, has been generally profitable to commercial men. Trade not quite so large, but safe profits, and a very satisfactory year in every respect. The reasons assigned are different. Confederates claim it as a result of the union of the provinces. Anti-confederates, that it is caused by prosperity of former years, in which ships were built and farms settled and improved, and now ships are not built, farms are not settled and improved, and therefore the money returns for these improvements and investments must be placed in a different channel; that, in reality, the change does not betoken prosperity, but the contrary; that the opening of new farms has stopped; that few ships are building and that the country is depopulating.

D. B. WARNER.

Abstract of invoices of merchandise exported to the United States from the consular district of St. John's, New Brunswick, for the year ending September 30, 1870.

Merchandise.	Total quantity.	Total value.	Where produced.
Animals, cattle	68 cows	\$2, 231	New Brunswick.
Animals, horses	607 horses	43, 452	Do.
Animals, horses	102 horses	8, 171	Prince Edward Island.
Ale	5 barrels	94	New Brunswick.
Ale	65 gallons	66	Do.
Butter	9,223 pounds	1, 923	Do.
Butter	18 firkins	229	Do.
Butter	39 tubs	366	Do.
Butter	19 tubs	139	Prince Edward Island.
Butter	1,560 pounds	310	Do.
Boats	1 row-boat	100	New Brunswick.
Baskets, Indian	1 package	8	Do.
Bags	19 bundles	60	Foreign.
Barrels, empty	2,996 barrels	1, 426	Do.
Bricks, number	25,000	200	New Brunswick.
Beans	1 barrel	6	Do.
Coal	4,297 tons	47, 527	Do.
Casks	2 casks	1	Do.
Cranberries	74 barrels	394	Do.
Cranberries	13 barrels	27	Prince Edward Island
Cider	93 barrels	230	Nova Scotia.
Cider	1,375 gallons	138	Do.
Charcoal	170 bushels	170	New Brunswick.
Cow-tails	7 barrels	28	Do.
Cigars	66,500	2, 256	Foreign.
Cheese	149 pounds	19	New Brunswick.
Cotton	700 pounds	134	United States.
Cordage	1,419 pounds	188	England.
Carpets	80 yards	64	Do.
Dulce	25,577 pounds	652	New Brunswick.
Dulce	63 barrels	127	Do.
Dry goods	16 packages	2, 022	Foreign.
Drugs	43 packages	355	Do.
Drugs, hypophosphites	132 packages	1, 000	New Brunswick.
Eggs	98,990 dozen	11, 677	Do.
Eggs	174,931 dozen	21, 744	Prince Edward Island.
Eggs	132 barrels	1, 136	New Brunswick.
Eggs	2,159 barrels	25, 662	Prince Edward Island.
Fruit, dried currants	11,527 pounds	473	Foreign.
Fruit, plums	22 barrels	132	New Brunswick.
Fruit, apples	24 barrels	61	Nova Scotia.
Feathers	5 bags	135	New Brunswick.
Feathers	62 pounds	23	Do.
Feathers	30 pounds	11	Prince Edward Island.
Flocks	21 bales	662	Foreign.
Furs, mink and others	137	381	New Brunswick.
Fish, pickled alewives	9,980 barrels	33, 596	Do.
Fish, pickled alewives	809 barrels	2, 727	Prince Edward Island.
Fish, preserved salmon	17,724 pounds	2, 698	New Brunswick.
Fish, preserved salmon	416 tins	908	Do.
Fish, preserved salmon	13 boxes, large	100	Do.
Fish, preserved salmon	50,567 pounds	4, 503	Prince Edward Island.
Fish, preserved salmon	315 boxes	1, 438	Do.
Fish, pickled salmon	19 barrels	227	New Brunswick.
Fish, smoked salmon	2,876 salmon	2, 892	Do.

Abstract of invoices of merchandises exported to the United States, &c.—Continued.

Merchandise.	Total quantity.	Total value.	Where produced.
Fish, smoked salmon	896 salmon	\$951	Prince Edward Island.
Fish, smoked salmon	986 pounds	153	Do.
Fish, smoked alewives	2,473 barrels	5,385	New Brunswick.
Fish, preserved lobsters	75 cases	444	Do.
Fish, codfish	101 drums	432	Prince Edward Island.
Fish, codfish	69 bundles	170	New Brunswick.
Fish, codfish	1,400 pounds	56	Do.
Fish, codfish	2,300 pounds	276	Prince Edward Island.
Fish, hake	143 bundles	93	New Brunswick.
Fish, mackerel	2 half-barrels	10	Do.
Fish, mackerel	679 half-barrels	2,992	Nova Scotia.
Fish, mackerel	154 barrels	1,340	New Brunswick.
Fish, mackerel	8,765 barrels	76,877	Prince Edward Island.
Fish, mackerel	2,034 barrels	16,556	Nova Scotia.
Fish, shad	301 barrels	1,097	New Brunswick.
Fish, pickled herring	3,635 boxes	1,467	Do.
Fish, smoked herring	4,005 boxes	1,461	Nova Scotia.
Fish, smoked herring	68 barrels	339	New Brunswick.
Fish, pickled herring	922 bushels	417	Do.
Grain, oats	3,344 bushels	1,325	Prince Edward Island.
Grain, barley	1,166 bushels	847	New Brunswick.
Grain, buckwheat	1 bushel	2	Do.
Glassware	1 box	2	England.
Game	1 keg	4	Prince Edward Island.
Hair, plastering	1,250 pounds	19	New Brunswick.
Hair, plastering	49 bales	355	Prince Edward Island.
Harness	4 sets	85	New Brunswick.
Hay	61,060 pounds	309	Do.
Hanks, galvanized	35 pounds	4	England.
Hides	3,835 pounds	645	New Brunswick.
Iron, bar	17,526 pounds	407	England.
Iron, pig	193 tons	2,648	New Brunswick.
Iron, pig	11,821,134 pounds	10,869	Do.
Iron, scrap	7 packages	39	Do.
Iron, scrap	27,373 pounds	269	Do.
Iron nails	176 boxes	1,368	Do.
Iron anchors	4,931 pounds	269	England.
Iron, carbonate	4 casks	4	Foreign.
Iron chains	15,587 pounds	495	England.
Iron spikes	824 pounds	41	Do.
Ice	721 tons	1,706	New Brunswick.
Junk, old	1,304 boxes and packages	7,307	Foreign.
Lard	21 pounds	3	New Brunswick.
Leather	6 packages	228	Do.
Lime	3 barrels	3	Do.
Meat, fresh mutton	3,095 pounds	367	Prince Edward Island.
Meat, fresh beef	9,920 pounds	153	New Brunswick.
Meat, salt tongues	3 dozen	11	Do.
Meat, fresh beef	48,590 pounds	3,469	Do.
Meat, salt beef	9 barrels	117	Do.
Meat, fresh pork	9,907 pounds	920	Do.
Meat, tripe	8 barrels	30	Do.
Mill-gear, old	3 packages	25	Do.
Molasses	2 kegs	19	West Indies.
Molasses	155,767 gallons	56,955	Do.
Meal, oat	28 barrels	145	New Brunswick.
Manganese	547 barrels	3,333	Do.
Machine, engine	1 engine	300	Foreign.
Machine, sewing	473 sewing-machines	10,030	New Brunswick.
Oil	73 gallons	49	Prince Edward Island.
Oysters	323 barrels	818	Do.
Oysters	5 barrels	15	New Brunswick.
Ore, copper	3 barrels	12	Do.
Ore, copper	49 tons	568	Do.
Poultry	105 packages	1,616	Do.
Poultry	123 packages	1,827	Prince Edward Island.
Potatoes	464 barrels	442	New Brunswick.
Potatoes	396 barrels	285	Prince Edward Island.
Paint, mixed	250 pounds	8	Foreign.
Paint	12 kegs	50	Do.
Porter	1 case	10	Do.
Removals	2 boxes	25	Prince Edward Island.
Rope, wire	14 packages	467	Foreign.
Rigging, wire	585 pounds	35	Do.
Raisins	2,900 boxes	5,010	Do.
Rice	3,584 pounds	309	East Indies.
Sounds	29 barrels	240	New Brunswick.
Sounds	60 barrels	631	Prince Edward Island.
Sirap	60 cases	730	Foreign.
Sleighs	2 sleighs	37	New Brunswick.

Abstract of invoices of merchandise exported to the United States, &c.—Continued.

Merchandise.	Total quantity.	Total value.	Where produced.
Spirits	2,916 gallons	\$2,983	Foreign.
Spirits	9 cases	253	Do.
Spirits, brandy	1,361 gallons	2,717	Do.
Spirits, brandy	311 cases	2,618	Do.
Spirits, gin	82 cases	532	Do.
Spirits, gin	4 hogsheads	237	Do.
Spirits, gin	2,522 gallons	1,406	Do.
Spirits, whiskey	294 gallons	343	Do.
Spirits, whiskey	13 cases	412	Do.
Spirits, wine	1 case	190	Do.
Spirits, wine	63 gallons	310	Do.
Spirits, rum	345 gallons	242	Do.
Skins, sheep	10,951 skins	3,924	New Brunswick.
Skins, sheep	2,660 skins	577	Prince Edward Island.
Skins, sheep	12 bundles	232	New Brunswick.
Skins, sheep	49 bundles	459	Prince Edward Island.
Skins, calf	1 bundle	98	New Brunswick.
Skins, calf	86 skins	65	Do.
Skins, calf	13 bundles	457	Prince Edward Island.
Seed, flax	145 bushels	275	New Brunswick.
Seed, flax	272 bushels	314	Prince Edward Island.
Seed, linseed	66 bushels	80	New Brunswick.
Sponge	137 pounds	66	Foreign.
Sugar, maple	260 pounds	26	New Brunswick.
Sugar, maple	2 boxes	11	Do.
Stone, building	2 boxes	4	Do.
Sugar	93,210 pounds	9,060	West India.
Salt	60,180 pounds	283	Great Britain.
Soda	2,240 pounds	112	Do.
Tea	760 pounds	242	China.
Turnips	3,006 turnips	463	New Brunswick.
Vinegar	1 cask	12	Do.
Wagons, old	6 wagons	225	Do.
Wool	2,300 lbs., \$440; 13 bales, \$326.	1,266	Do.
Woolen goods, yarn	12 pounds	8	Do.
Wood, lumber	46,414,393 feet	392,408	Do.
Wood, laths	105,914,305 pieces	107,851	Do.
Wood, shingles	13,271,500 shingles	31,254	Do.
Wood, other small lumber	Clapbo'ds, posts, fire-wood, &c.	105,302	
Total		1,050,672	

Statement of exports to the United States admitted duty free, under law of March 16, 1866, for the year ending September 30, 1870.

Lumber, 33,687,445 feet	\$505,222
Laths, 21,306,223 pieces	23,053
Other short lumber	22,439
Total	<u>555,714</u>

STRATFORD.

Report of business transacted at the consular agency at Stratford during the year ending September 30, 1870.

3,090 bushels barley.....	\$1,848 00
5,200 pounds butter.....	851 26
2,243 cattle.....	69,983 64
67,425 dozen eggs.....	7,396 51
30,132 pounds flax.....	3,013 20
6,400 bushels flax seed.....	9,636 25
53 hogs.....	228 50
5 horses.....	650 00
40,500 pounds scrap iron.....	314 25
39,276 feet lumber.....	610 57
100 barrels oatmeal.....	420 00
20,412 sheep and lambs.....	48,290 38
Total.....	143,242 56

The business of this agency commenced only in July and is rapidly on the increase. The great staples of the district, barley and flax, are just commencing to be sent to market.

THOMAS ALLCOCK.

Comparative statement of exports from the Dominion of Canada to the United States for the years 1869 and 1870.

Ports.	Total value, 1869.	Total value, 1870.	Increase.	Deficit.
Montreal.....	\$3,233,288 76	\$5,216,071 00	\$1,982,782 94	
Clifton.....	964,985 04	2,543,403 62	1,578,418 58	
Fort Erie.....	2,133,568 73	2,301,064 21	167,515 48	
Goderich.....	670,870 16	514,025 50		\$154,844 66
Hamilton.....	1,790,150 59	3,180,995 00	1,390,844 41	
Kington.....	1,921,973 64	5,082,704 30	3,160,730 66	
Prescott.....	1,966,193 33	2,492,321 74	416,128 41	
Sarnia.....	201,222 38	306,030 12	106,807 74	
Toronto.....	3,584,566 17	5,482,259 00	1,897,672 83	
Windsor.....	703,247 00	887,569 00	184,342 00	
Castrook.....	568,947 32	866,648 86	297,701 64	
Quebec.....	231,916 46	287,869 30		4,056 16
Halifax, Nova Scotia.....	662,406 18	704,187 90	21,779 72	
Pictou, Nova Scotia.....	279,748 00	972,180 00		7,568 00
St. John's, New Brunswick.....	954,494 16	1,050,379 00	96,077 84	
St. John's, Newfoundland.....	459,097 00	203,419 00		255,678 00
Charlottetown, Prince Edward Island.....	210,005 73	511,969 96	301,964 26	
Total.....	20,586,792 64	31,763,253 63	11,596,907 61	

The above statement shows an apparent increase for the year 1870, on that of the preceding year, of \$10,598,499. This increase is more apparent than real, and is attributable, in a great degree, to the fact that the Treasury Department has, during this year, required the collectors of customs in our northern, northeastern, and northwestern frontier to demand of shippers the production of consular certificates to invoices of merchandise exported.

A still more strict observance of the law would doubtless show a still larger commerce.

WILLIAM A. DART.

Quarter ending Sep- tember 30.]	155	Various ports in the United States.	155	Various ports in the United States.	155	Animals and their produce. Flour and meal of all kinds. Fruit and vegetables. Grain of all kinds. Manufactures of all kinds. Produce of the forest. Produce of the mines. Emigrants' effects.	10,765 00 1,554 00 1,039 00 36,777 00 22,419 00 8,755 00 3,604 00 8,092 00	155	155	Produce of the mines. Produce of the fisheries. Produce of the forest. Animals and their produce. Emigrants' effects. Goods not produced in Canada.	9,297 00 630 00 9,569 00 16,241 00 30,268 00 422 00
ST. ANDREWS. Nine months ending September 30.]	155		155		155		91,928 00	155			59,447 00
	7	Boston.	5	Boston.	18	Ballast.			4	Ballast.	
	2	Calais.	2	St. George.	1	261 barrels flour.			7	Railway sleepers.	3,017 32
	6	Eastport.	7	Portland.			1,827 00		2	Railway sleepers and posts.	710 36
	3	Portland.	2	New York.					1	Railway sleepers and shingles.	529 50
ST. GEORGE. Six months ending September 30.]	19	St. John's.	1	St. John's.					1	200 tons pig iron.	4,000 00
			1	St. Stephens.					2	135 cords bark, 340 sleepers.	458 00
			1	Philadelphia.					1	900 M laths.	800 00
									1	333 M shingles, 1,157 sleepers.	1,491 24
			19		19		1,827 00		19		10,907 32
ST. JOHN'S, N. B. Year ending Septem- ber 30.]	138	Eastport.	13	New York.	5	Ballast.			8	Spruce poles.	1,576 50
	75	Boston.	2	Cadiz.	13	Not reported.			5	Deal boards, laths, deal ends, &c.	8,527 70
			2	Medias.					1	900,000 laths.	990 00
			2	New York.					1	550,000 deals and 13,000 palings.	4,125 00
			2	Calais.					1	326,000 pieces boards.	2,750 00
ST. JOHN'S, N. B. Year ending Septem- ber 30.]	17	Portland.							1	362 spruce poles and 39 M deals.	341 00
									1	335 spruce poles.	133 00
			18		18				18		18,443 20
ST. JOHN'S, N. B. Year ending Septem- ber 30.]	138	Eastport.	105	Eastport.	10	Flour and feed.	100,955 00	42		18,490 standard deals.	316,426 42
	75	Boston.	32	Liverpool.	2	General cargoes.	9,000 00	7		Lumber and shooks.	24,773 91

* Classes of vessels entered: 72 steamers, 6 schooners, 1 bark, 1 brigantine. Cleared: 72 steamers, 6 schooners, 1 bark, 1 brigantine. Aggregate tonnage, 45,695.

† Classes of vessels entered: 131 steamers, 24 sail vessels. Cleared: 131 steamers, 24 sail vessels. Aggregate tonnage, 36,773 63-100.

‡ Classes of vessels entered: 19 schooners. Cleared: 19 schooners. Aggregate tonnage, 1,909 36-100.

§ Classes of vessels entered: 4 brigantines, 19 schooners, 1 bark. Cleared: 4 brigantines, 19 schooners, 1 bark, 1 ship. Aggregate tonnage, 4,021 18-100.

¶ Classes of vessels entered: 135 steamers, 35 ships, 28 barks, 40 brigs, 124 schooners. Cleared: 134 steamers, 34 ships, 28 barks, 42 brigs, 122 schooners. Aggregate tonnage, 915,293.

CEYLON.

COLOMBO, *October 15, 1870.* (Received December 7.)

A gradual and steady increase in the exports of the produce of the island of Ceylon to the United States of America is markedly apparent, and there is every indication of its continuance. The facilities for the forwarding of produce are constantly increasing by the opening of new roads from the interior to the seaports. The extension of railway facilities is strenuously advocated by the government, and at an early day will undoubtedly be pushed forward to its consummation. The opening of the Suez Canal to the navigation of the whole world has been the marked feature of the past year. It promises to be of incalculable advantage to the island of Ceylon. Already we have two or three merchant steamers, weekly, at Colombo and Galle, from London and Liverpool direct, making the passage in from thirty to forty days. It is stated on reliable authority that the depth of the water throughout the length of the canal is in no part less than 24 feet, making it perfectly safe for any vessel of 22 feet draught, or under, at all seasons of the year to pass through.

The southwest monsoon, though it has not been generally of that duration and severity this year as of former years, still it has caused much damage and the total loss of several ships, both in Colombo and Galle harbors. Nothing as yet has been definitely settled as to the erection of a breakwater at Galle. It is now under consideration as to the feasibility of the improvements being made in the harbors at Colombo and Galle, one or both. An experienced engineer has been sent for, to come out from England, to obtain additional information upon the subject, and as to the probable cost of erecting a breakwater at Galle and of constructing docks at Colombo.

The war in Europe is not without its effect even here, and the merchants generally are anticipating and hoping for its speedy termination.

I submit herewith the statement, Schedule A, of the quantity, description, and value of exports from the island of Ceylon to the United States of America for the year ending 30th September, 1870; also customs returns for 1869.

Nos. 1 and 2 show the comparative value of the imports of Ceylon, with duties collected on the staple articles for 1867, 1868, and 1869.

No. 3 shows total value in sterling of the imports and exports of the island of Ceylon from and to each country in the year 1869.

No. 4 shows a comparative statement of the value of exports of Ceylon produce and imports exported in the years 1867, 1868, and 1869.

No. 5, comparative statement of the duties collected on the staple articles of export in the island of Ceylon, for the same period.

No. 6, the number and tonnage of vessels entered inward and cleared outward from and to each country in the year 1869.

No. 7, general rates of agency, commission, and *go-down* rent, agreed upon by the chamber of commerce of Ceylon.

GEORGE W. PRESCOTT.

SCHEDULE A.

Statement of quantity, description, and value of exports from Ceylon to the United States, from October 1, 1869, to September 30, 1870, as per invoices.

Articles.	Quantity.	Value.
Cinnamon.....lbs.	97,923	\$47,539 97
Coffee, native.....43,968 1 18 cwt.	} 49,110 2 9	584,189 72
Coffee, plantation.....5,142 0 19 cwt.		
Coir, yarn.....2,181 0 13 cwt.	} 2,306 0 13	15,334 75
Coir, fiber.....25 0 0 cwt.		
Oils, cocoa-nut.....9,413 0 22 cwt.	} 9,413 0 22	30,666 93
Oils, essential.....974,661 ounces.		
Plumbago.....17,860 1 12 cwt.		58,117 75
Total.....		740,099 69
Exports to United States year ending September 30, 1869.....		658,796 50
Increase of 1870 over 1869.....		81,303 19

Customs returns for 1869.

IMPORTS.

The following statements (1 and 2) show the comparative value of the imports of Ceylon, and of the duties collected on the staple articles:

No. 1.

Countries.	1867.	1868.	1869.
	£ s. d.	£ s. d.	£ s. d.
United Kingdom.....	1,350,311 19 11	1,264,470 2 2	117,575 16 11
Cape of Good Hope.....		1,281 4 9	11 4 10
Mauritius.....	18,006 13 5	6,941 1 0	7,308 15 11
Aden.....		439 16 0	61 3 6
British possessions in India.....	2,505,259 12 10	2,454,189 8 4	2,681,779 18 2
Hong Kong.....	7,668 12 10	14,140 14 6	13,501 0 1
Australia.....	281,141 15 9	266,576 0 0	366,710 18 4
France.....	173 0 0	6,574 7 6	233 10 3
Suez.....	43 434 9 5	181,872 19 10	179,161 14 2
Maldivé Islands.....	44,531 1 6	26,914 1 2	30,103 12 6
French possessions in India.....	152,343 0 2	172,959 18 7	164,948 5 1
United States of America.....	7,297 6 10	6,817 12 8	13,475 2 7
Muscat.....			1,970 7 3
Juddah.....	1,031 15 6		
Dutch possessions in India.....	3,139 8 6		
Total.....	4,504,338 16 8	4,403,177 6 6	3,576,841 7 7
Deduct specie.....	892,040 9 9	999,189 4 6	1,257,129 3 0
Value of goods.....	3 612,298 6 11	3,403,988 2 0	2,319,712 4 7

Description of goods.	DUTIES.					
	1867.		1868.		1869.	
	£	s. d.	£	s. d.	£	s. d.
Arms and ammunition	1,938	4 4	1,399	5 5	1,630	0 7
Cotton manufactures	25,712	14 3	20,860	5 3	26,268	14 0
Curry stuffs	2,546	17 3	2,317	11 2	2,298	10 2
Earthenware	571	8 4	1,280	9 7	2,697	12 2
Fish, dried and salted	3,586	5 2	3,665	7 8	2,750	19 8
Grain	150,543	4 8	143,266	3 1	144,648	5 2
Gunnies and twine	449	6 3	816	14 7	1,111	10 4
Haberdashery and millinery	2,063	4 5	2,622	5 6	3,140	1 3
Malt liquor	2,729	4 7	2,548	11 5	3,132	1 5
Hardware and cutlery	889	16 3	1,075	10 6	1,652	18 8
Metals, wrought and unwrought	2,163	12 11	2,038	18 10	2,296	8 7
Spirits and cordials	12,261	4 10	14,960	13 9	16,738	2 8
Sugar	2,740	15 10	2,246	12 3	2,404	19 1
Tea	858	1 8	1,199	15 8	1,302	6 1
Tobacco	1,073	2 2	1,232	7 10	1,215	12 1
Wines	3,967	1 6	4,421	0 4	5,621	12 3
Woolens	511	8 8	636	3 9	862	0 11
Other goods not enumerated	14,119	10 1	12,439	0 5	12,477	16 6
Total	228,918	3 2	218,819	17 0	232,108	12 7

No. 3.—Total value, in sterling, of the imports and exports of the island of Ceylon, from and to each country, in the year 1869.

Countries.	Imports therefrom.	Exports thereto.
	£ s. d.	£ s. d.
United Kingdom	1,175,757 16 11	2,652,781 1 7
BRITISH COLONIES.		
Cape of Good Hope	11 4 10	.....
Mauritius	7,308 15 11	4,186 18 1
Aden	61 3 6	10,075 16 9
British possessions in India	2,681,779 18 2	732,907 7 10
Hong Kong	13,501 0 1	203 13 11
Australia	366,710 16 4	44,413 5 10
FOREIGN COUNTRIES.		
France	233 10 3	75,467 15 7
Suez	179,161 14 2	8,674 4 2
Maldiv Islands	30,103 12 6	4,773 16 10
French possessions in India	164,948 5 1	12,350 17 2
United States of America	13,475 2 7	62,998 4 11
Dutch possessions in India .....	.....	554 6 10
China .....	.....	1,047 14 9
Muscat	1,970 7 3	.....
Total	4,635,023 7 7	3,631,065 4 3

EXPORTS.

No. 4.—Comparative statement of the value of exports of Ceylon produce, and imports exported in the years 1867, 1868, and 1869.

Countries.	VALUE.					
	1867.		1868.		1869.	
	£	s. d.	£	s. d.	£	s. d.
United Kingdom	2,556,188	9 8	2,793,312	10 10	2,652,781	1 7
British possessions in India	797,174	4 2	788,442	10 9	752,907	7 10
Mauritius	6,517	17 6	70,240	13 10	4,186	18 1
Aden	73	19 11	1,511	2 4	10,075	16 9
Hong Kong	232	5 0	1,028	19 0	903	13 11
Australia	32,612	9 6	39,551	3 9	44,413	5 10
Gibraltar	20,623	0 9				
Cape of Good Hope	1,356	6 9				
France	34,682	8 10	24,501	0 8	75,467	15 7
Suez	10,952	7 9	6,155	19 9	8,674	4 2
French India	24,846	4 8	13,252	4 9	12,350	17 2
Maldiv Islands	9,074	5 1	6,578	13 5	4,773	16 10
United States of America	33,945	8 10	37,431	6 2	62,928	4 11
Dutch possessions in India	1,945	5 0	910	0 0	554	6 10
China			3,805	12 0	1,047	14 9
Total	3,530,224	13 5	3,786,721	17 3	3,631,065	4 3
Deduct value of specie	191,219	17 0	312,651	0 0	299,136	0 0
Value of goods	3,339,004	16 5	3,474,070	17 3	3,331,929	4 3

	£	s. d.
Value of goods, Ceylon produce	2,989,875	9 11
Value of goods, imports exported	342,053	14 4
Value of goods, specie	299,136	0 0
Total value of exports	3,631,065	4 3

No. 5.—Comparative statement of duties collected on the staple articles of export in the island of Ceylon for the years 1867, 1868, and 1869.

Description of goods.	DUTIES.					
	1867.		1868.		1869.	
	£	s. d.	£	s. d.	£	s. d.
Aracca nut	1,652	10 11	1,562	9 5	1,128	15 5
Cinnamon	1,017	17 11	2,056	19 10	2,685	12 5
Cocoa-nuts	326	2 2	131	8 8	125	17 9
Cocoa-nut oil	3,378	18 6	3,575	12 10	3,244	16 9
Coffee	47,180	4 7	50,367	9 3	45,954	6 9
Coir rope	73	16 7	79	14 11	70	5 10
Coir yarn	471	8 10	681	6 0	664	7 9
Coir fiber	67	1 9	95	0 2	77	12 8
Copperas	291	9 8	66	18 7	290	12 4
Plumbago	464	4 2	1,801	6 4	2,294	1 8
Spirits, arrack	189	7 7	333	18 7	274	15 6
Timber	781	18 2	897	14 0	709	0 0
Other goods not enumerated	1,292	13 11	1,589	4 10	1,572	14 0
Total	57,207	14 9	63,230	3 5	58,958	18 10

No. 6.—*Ports in the island of Ceylon. Number and tonnage of vessels entered inward and cleared outward from and to each country in the year 1869.*

Countries.	ENTERED INWARD.		CLEARED OUTWARD.	
	Vessels.	Tons.	Vessels.	Tons.
United Kingdom.....	76	40,389	130	72,522
British Possessions in India.....	2,641	285,565	2,836	303,094
Cape of Good Hope.....	1	1,342		
Mauritius.....	25	5,453	1	841
Hong Kong.....	43	55,795	41	52,975
Australia.....	23	30,354	22	15,300
Aden.....	7	2,946	1	275
Gibraltar.....	1	1,005		
France.....			4	1,500
French Possessions in India.....	189	16,800	78	6,500
Dutch Possessions in India.....			1	784
United States of America.....	3	1,996	7	2,422
Maldivo Islands.....	51	5,239	34	2,657
Arabia.....	3	1,263		
Suez.....	40	62,336	40	62,575
China.....			2	1,006
San Francisco.....	1	248		
Buenos Ayres.....	1	343		
Total.....	3,105	511,064	3,187	612,702

No. 7.—*General rates of agency, commission, and go-down rent, agreed upon by the chamber of commerce of Ceylon.*

	Per cent.
1. On all sales, purchases, and shipments.....	5
With the following exceptions:	
On returns made with the proceeds of goods on which commission has been previously charged.....	2½
On treasure, bullion, and bond shares.....	1
On all property withdrawn, shipped, or delivered to order.....	2½
2. On guaranteeing sales, bills, bonds, contracts, or other engagements.....	2½
3. On ships' disbursements.....	5
4. On advertising for freight and passengers, on the amount of freight or passage money, whether the same pass through the agent's hands or not.....	5
Exceptions on freight to Liverpool or London.....	6
5. On effecting insurance or writing orders for insurance.....	½
6. On settling losses, partial and general, and returns of premium.....	5
7. On procuring money on respondentia.....	2½
8. On attending the delivery of contract goods, or receiving and delivering private commissions of wines, cattle, and merchandise.....	2½
9. On the total sum of the debit-credit side of an account, at the option of the agent, excepting items on which a commission of five per cent. is chargeable.....	1
10. On effecting remittances, or on purchasing, selling, or negotiating bills of exchange.....	1
11. On collecting freight, inward and outward.....	5
12. On letters of credit granted.....	2½
13. On the management of estates, as executors, administrators, or attorneys.....	5
14. On debts, when a process at law or arbitration is necessary.....	2½
And if received by such means.....	5
15. On all other debts collected or secured.....	5
16. On executing transfer or immovable property.....	1
17. On landing, clearing, and delivering specie from steamers or other vessels, when above £1,000.....	½
18. On sales or purchases of ships, houses, or lands.....	2½

Scale of freights.

The ton is reckoned as follows:

Arrack, (as per agreement,) 210 or 250 gallons.	Coir and cardamoms, 12 cwt.
Cinnamon, 800 pounds.	Cotton, 50 cubic feet.
Cocoa-nut oil, 17 cwt.	Ebony and sapan wood, 20 cwt.
Coffee in bags, 18 cwt.	Horses and pepper, 16 cwt.
Coffee in casks, 16 cwt.	Measure meat goods, 50 cubic feet.
	Plumbago, 20 cwt.

Rates of go-down rent per month.

	s.	d.
Coffee, rice, sugar, pepper, and saltpeter, per bag	0	3
Cinnamon, per bale	1	0
Piece goods, per bale or case	1	0
Cotton, screwed, per bale	0	6
Cotton, raw, per bale	1	0
Coir rope or junk, per cwt	0	1
Wine, spirits, beer, oil, &c., per pipe	2	0
Wine in six-dozen chests	0	6
Rough goods, such as earthen ware, in crates, per 50 cubic feet	2	0

All other articles in proportion to the above.

GUIANA.

Statement of general imports into the colony of British Guiana, from January 1 to December 31, 1869.

Acid, 3,131 carboys; beef, 4,281 barrels; bricks, 3,193,563; bran, 6,213 bags; bread, 31,514 barrels; buckets, 2,033 dozen; brooms, 541 dozen; butter, 524,860 pounds; cocoa, 283,443 pounds; coals, 24,785 hogsheads, 35,028 tons; candles, composition, 367,505 pounds, tallow, 170,990 pounds; corn, 24,842 bags; cheese, 145,778 pounds; coffee, 71,857 pounds; confectionary, 26,697 pounds; corn meal and oat meal, 3,238,389 pounds; cigars, 1,989,840; flour, 94,942 barrels; Florida water, 2,700 boxes; fish, smoked, 44,300 pounds, dried, 74,649 quintals; ground feed, 10,866 bags; hams and bacon, 214,229 pounds; herrings, 9,677 barrels; horses, 589; hoops, wood, 2,259,459, iron, 10,580 cwt.; hay, 1,650,611 pounds; lard, 598,131 pounds; lumber, 10,302,354 feet; lime, building, 1,808 hogsheads, temper, 61,363 puncheons; malt liquor, 1,808 hogsheads, 61,363 dozen; mackerel, 308 barrels; matches, 1,231 gross; mules, 341; oats, 56,093 bushels; oxen, 1,052; onions, 1,145,337 pounds; oil, 124,986 gallons; pork, 10,270 barrels; potatoes, 101,589 bushels; peas and beans, 16,641 bags; pitch and tar, 2,217 barrels; rice, 184,308 bags; slates, 128,491; shooks, 55,492 packs; sheep, 3,130; staves, white oak, 838,440, red oak, 1,142,235; soap, 957,507 pounds; salt, 1,482,564 pounds; salmon, 412 barrels; shingles, 324,000; tea, 20,055 pounds; tobacco, leaf, 290,568 pounds; manufactured, 36,197 pounds; spirits and wines: brandy, 64,108 gallons; gin, 65,573 gallons; whisky, 140 gallons; liqueurs, 2,304 gallons; wines, 43,312 gallons; 2,379 dozen.

Statement of exports from the colony of British Guiana to the United States of America, from January 1 to December 31, 1869.

Sugar, 26,781 hogsheads, 427 tierces, 25 bags, 22,703 barrels; molasses, 16,244 puncheons, 31 hogsheads, 44 barrels; rum, 43 puncheons; brandy, 18 cases; hides, 3,780; sheepskins, 3,176; old metals: iron, 1,137 tons; copper, 20,455 pounds; brass, 2,461 pounds; lead, 12,510 pounds; balatta, 190 pounds; cocoa, 373 bags; crab oil, 18 dozen; cocoa-nuts, 1,840; wines, 14 cases.

Statement showing the exports of colonial produce from British Guiana, from January 1 to December 31, 1869.

Sugar, 66,938 hogsheads, 3,924 tierces, 32,539 barrels, 14,034 bags; molasses, 25,637 puncheons; rum, 18,691 puncheons, 4,333 hogsheads, 1,402 barrels; cotton, 417 barrels, 6 bales; timber, 250,364 feet; charcoal, 35,267 barrels; cocoa-nuts, 543,557; shingles, 8,650,550.

Statement showing the nationality of vessels, with crews and tonnage, entered at the port of Georgetown, Demerara, from January 1 to December 31, 1869.

Nations.	Sailing vessels.	Men.	Tona.	Steamers.
United States of America.....	103	580	20, 850	2
British.....	547	5, 190	122, 981	22
French.....	4	46	1, 057	22
Prussia.....	10	97	2, 733	22
Dutch.....	64	427	2, 947	25
Danish.....	18	108	1, 543	
Venezuela.....	17	147	1, 401	
Portuguese.....	7	80	1, 292	
Norway and Sweden.....	4	43	1, 184	
Other foreign ports.....	17	151	4, 060	
Total.....	791	6, 869	159, 977	85

^a Peru.

P. FIGYELMESY.

HONDURAS.

BELIZE.

Statement showing the nationality, number, and tonnage of vessels entered at the port of Belize during the year 1869 compared with 1868.

Nationality.	With cargoes.		In ballast.		Total 1869.			Total 1868.	
	No. of vessels.	Tonnage.	No. of vessels.	Tonnage.	No. of vessels.	Tonnage.	No. of men.	No. of vessels.	Tonnage.
British.....	195	10, 106	48	2, 284	243	12, 390	819	246	12, 330
United States.....	13	5, 335	2	1, 184	15	6, 519	279	28	7, 048
Spanish Honduras.....	23	506	2	44	25	550	100	11	210
Danish.....								1	330
Dutch.....	16	640	5	200	21	840	84	23	904
French.....	1	462			1	462	17	5	1, 093
North German Confederation.....			3	1, 136	3	1, 136	37	6	2, 237
Mexican.....	3	43			3	43	8	2	94
Norwegian.....			13	5, 852	13	5, 852	164	13	7, 199
Total.....	251	17, 092	73	10, 700	324	27, 792	1, 508	334	31, 424

Statement showing the nationality, number, and tonnage of vessels cleared at the port of Belize during the year 1869 compared with 1868.

Nationality.	With cargoes.		In ballast.		Total 1869.			Total 1868.	
	No. of vessels.	Tonnage.	No. of vessels.	Tonnage.	No. of vessels.	Tonnage.	No. of men.	No. of vessels.	Tonnage.
British.....	198	10, 498	54	1, 830	252	12, 328	848	244	13, 076
United States.....	11	4, 964	2	1, 184	13	6, 148	268	28	7, 048
Spanish Honduras.....	8	176	14	308	22	484	88	11	210
Danish.....								1	330
Dutch.....	18	720	3	120	21	840	84	21	964
French.....	1	462			1	462	17	5	1, 093
North German Confederation.....	2	718			2	718	34	6	2, 237
Mexican.....	3	453	1	10	4	63	11	3	54
Norwegian.....	18	9, 281			18	9, 281	247	10	5, 467
Prussian.....								1	442
Total.....	259	26, 872	74	3, 452	333	30, 324	1, 587	330	30, 911

Statement showing the imports and exports of the port of Belize, and their values, for the year 1869 compared with the year 1868.

Imports from—	Value.	Exports to—	Value.
United Kingdom	\$478,686 17	United Kingdom.....	\$458,942 00
United States.....	231,277 42	United States.....	85,830 00
Other countries.....	45,960 41	Other countries.....	330,393 00
Total 1869	755,944 00	.....	875,165 00
United Kingdom	\$520,499 62	United Kingdom.....	\$577,408 00
United States.....	311,232 00	United States.....	100,428 00
Other countries.....	51,252 66	Other countries.....	340,459 12
Total 1868	882,984 28	.....	1,018,295 12

Exports in 1869 and 1868.

Articles.	Quantity.	Value.
Mahogany.....feet..	3,496,391	\$182,207 82
Logwood.....tons..	7,918	128,677 13
Sugar.....tons..	753	52,682 87
Cedar.....feet..	37,869	1,577 86
Cocoa-nuts.....	170,078	2,125 95
Fustic.....tons..	66	660 76
And other merchandise, consisting of indigo, cochineal, sarsaparilla, India-rubber, hides and skins, fruits, &c., together with general imported merchandise, exported to ports of Campeachy, Yucatan, Guatemala, and Spanish Honduras		507,232 61
Total exported in 1869.....		875,165 00
Mahogany.....feet..	3,006,619	\$140,935 00
Logwood.....tons..	9,271	139,061 00
Sugar.....tons..	769	49,542 00
Cedar.....feet..	88,958	3,777 00
Cocoa-nuts.....	306,262	3,675 00
Fustic.....tons..	146	2,040 50
Total exported in 1868.....		338,960 50

The articles and their quantities are not detailed in the blue-book. They consist in, from the United States, flour, pork, beef, hams, bacon, and provisions and groceries generally; machinery, agricultural implements, brooms, brushes, wooden and willow ware, notions, &c.; and from other countries, principally the United Kingdom, of liquors, hardware, glassware, crockery, silks, woollen goods, cottons, and dry goods generally, machinery, &c.

A. C. PRINDLE.

Navigation and commerce of the United States with the port of Belize for the year 1870.

PERIOD.	VESSELS.			CARGOES.		
	ENTERED.		CLEARED.	INWARD.		OUTWARD.
	No. of vessels.	Where from.		No. of vessels.	Description.	Value.
Nine months ending September 30.*	5	New Orleans.....	1	5	Provisions.....	\$40,715 00
	2	Puerto Cabello.....	4	2	Yellow pine lumber.....	1,038 00
	3	Livingston.....	7	2	Cochineal deer-skins, and arrowroot.....	7,940 53
	3	Mobile.....	1	2	Lumber.....	3,100 00
	1	St. John's.....	1	3	Ballast.....	.....
	14	.....	14	14	.....	53,781 53
					Part inward cargo and specie.....	\$37,087 00
					Coffee, hides, and sugar.....	2,704 07½
					Inward cargo, merchandise and sundries.....	15,083 67
					Cedar and mahogany.....	274 19
					Sundry merchandise.....	6,103 34½
					Inward cargo, cedar, and hides.....	2,947 36
					Ballast.....	.....
					.....	67,199 64

* Classes of vessels entered: 11 steamships, 3 schooners. Cleared: 11 steamships, 3 schooners. Aggregate tonnage, 6,180.

MALTA.

NOVEMBER 12, 1870. (Received December 15.)

This colony consists of the islands of Malta, Comino, and Gozo. The area of Malta is 95 statute square miles, and the population, according to the census of 1861, was 118,596, which is said to be the largest proportion to the square mile known in Europe. The area of Gozo and Comino is 20 square miles, and the population in 1861 was 15,495. Total area, 115 square miles; total population in 1861, 134,091. Estimated population of the whole colony in 1870, including garrison, 160,000. Two-thirds of Malta and a larger area of Gozo and Comino, are arable and under very high cultivation. The principal products are wheat, barley, cotton, oranges, figs, and lemons; but all the fruits, grains, and grasses of the temperate zone, and nearly all of the tropical, are grown here. The only manufactures are lace, canvas cloth, and jewelry, which are made by hand, nothing being wrought by machinery. In the absence of any bureau of statistics whatever, it is impossible to give any accurate returns of the agriculture, manufactures, or trade of the colony proper. The several estimates made for me differ so widely that the figures are worthless. It is known, however, that not more than a third of the annual consumption is produced at home, so that the trade is almost exclusively in imports. There is a small exportation of fruits, laces, jewelry, carved stone-work, cotton, (which during our civil war was of some importance,) and of building and paving stones. I add tables showing the direct trade both ways with the United States for the quarters ending June 30 and September 30, and for the year ending September 30 last; from which it appears that the total value of imports from the United States was \$222,702, and of exports to the same \$1,578 20. The principal imports were tobacco and petroleum, for which there is steady demand.

The geographical position of the island gives it a commercial importance altogether peculiar. It is the most convenient port for coals and provisions for all steamships between the east and ports west of the Mediterranean ports of France, (viz, Nice, Toulon, and Marseilles,) which, of course, includes nearly the whole intercourse of England with Eastern Asia by the Mediterranean. New routes have been established by Messina and by Brindisi within a few years, which have withdrawn trade from Malta, but the general increase of commerce has been great enough to compensate, partially at least, for all such losses. So far, the opening of the Suez Canal has benefited Malta, as will be seen by the table showing the number and aggregate tonnage of steamers bound both ways which have touched here each month since the canal was opened. My opinion is, however, that ultimately, if the canal is permanently successful, Port Said and Suez will become the great entrepôts and ports of provisions for the steam traffic of America and Europe with Asia and Australia. Malta has become a depot for storage and transhipment of a larger portion of the commerce of all countries bordering the Mediterranean and Black Sea. The only statistics of this trade are the annual custom-house returns to the British Board of Trade, which include only articles that have paid duty. These returns, which are almost unknown here, I have copied for future reference. I presume, however, they are in possession of the Department, with other reports of the British Board of Trade. I add tables showing the values in sterling of the imports and exports of Malta to and from each country from 1865 to 1869, both years inclusive, and quantities and values of imports and exports for the year 1869. It will be seen that this traffic is subject to

great fluctuations, the sum total of imports in 1865 being only £1,601,004, while in 1868 it amounted to £7,222,749, falling again in 1869 to \$4,848,753. This is probably explained by the fact that the principal article is grain, of which either the demand or supply, or both, vary largely from year to year. As will be seen by memoranda added to inclosure No. 6, the greatest supply is from Russia, which sends a value of £1,612,928 for 1869, and Turkey, which sends £1,819,515; and the principal demand is from the United Kingdom, which receives £2,039,219.

The only commercial monetary establishments are two banks, whose business is confined to local transactions, discounting mercantile bills not running longer than three months, at 5 per cent. for shareholders and 6 per cent. for others. There are many joint-stock maritime insurance companies, but, excepting two or three, so liable to litigation as to have little credit. The legal currency of the colony is sterling money. Sicilian dollars and half dollars are, however, largely used in retail trade, being quoted by common consent at 4 shillings and 2 pence sterling to the dollar, but are not a legal tender.

A new government graving-dock, in addition to one before in use, has just been finished, capable of receiving the largest men-of-war. A hydraulic lift is in process of construction for raising vessels for examination and repair, which is expected to attract many passing vessels and steamers.

A new submarine telegraph cable has recently been laid connecting the island with Algiers and Marseilles; and a second direct cable is now being laid to Alexandria. This is to accommodate the great increase of business since the laying of the Falmouth, Gibraltar, and Malta line. There is now unbroken submarine communication, by American and English cables to the East Indies, excepting the transit across the Isthmus of Suez, with extensions projected eastward to Australia, &c.

L. T. ADAMS.

Trade of the United States with the colony of Malta for the year ending September 30, 1870.

EXPORTS TO THE UNITED STATES.

Articles.	Quantities.	Values.
Maltese carved work		\$113 50
Antiquities.....		29 53
Lemons.....cases	1,050	1,435 17
Total.....		1,578 20

IMPORTS FROM THE UNITED STATES.

Articles.	AMERICAN VESSELS.		FOREIGN VESSELS.		Total quantities.	Total values.
	Quantities.	Values.	Quantities.	Values.		
Furniture.....pkgs.			11	\$300	11	\$300
Lard.....tierces			8	342	8	342
Lignum-vite.....tons.	109	\$1,669			109	1,669
Logwood.....tons.	64	1,869	55	1,870	119	3,739
Mackerel.....bbls.	70	700			70	700
Mahogany.....logs.	76	1,000	44	760	120	1,760
Oars and staves.....				375		375
Petroleum.....cases.	6,413	25,920	14,653	55,564	21,066	81,484
Resin.....bbls.	294	1,058			294	1,058
Do.....casks.			200	950	200	950
Sundries.....		370		160		530
Tobacco.....hds.	334		329		663	
Do.....cases	246		203		449	
Do.....boxes	256	90,242		30,716	473	120,958
Do.....bbls.			25		25	
Total.....		122,815		99,887	222,702	

Quantities and values of imports and exports of the colony of Malta for the year 1869.

Articles.	IMPORTED.		EXPORTED.	
	Quantities.	Values.	Quantities.	Values.
Beer.....gallons..	237, 291	239, 965	14, 127	22, 379
Cattle—				
Bullocks.....number..	8, 876	45, 635	65	305
Horses.....number..	126	1, 468	43	516
Mules.....number..	11	132	61	732
Grain—				
Wheat.....quarters..	1, 837, 673	3, 594, 676	1, 753, 405	3, 362, 317
Indian corn.....quarters..	370, 179	448, 634	373, 319	435, 855
Barley.....quarters..	154, 437	135, 630	171, 894	139, 609
Sagina.....quarters..	5, 516	7, 000	4, 642	5, 890
Inferior.....quarters..	91, 052	57, 012	91, 049	60, 083
Damaged.....quarters..	5, 102	4, 142		
Manufactured.....cwt..	2, 484	1, 739	506	324
Manufactured, damaged.....cwt..	664	213		
Oil.....gallons..	1, 116, 846	198, 592	264, 920	50, 040
Potatoes.....cwt..	54, 000	10, 469	9, 356	1, 796
Pulse.....quarters..	62, 385	114, 354	45, 857	81, 648
Seeds.....cwt..	10, 349	24, 318	4, 142	928
Spirits.....gallons..	219, 175	35, 450	62, 669	12, 618
Vinegar.....gallons..	1, 425	108		
Wine—				
Superior.....gallons..	17, 585	14, 206	3, 715	2, 874
Inferior.....gallons..	1, 890, 557	190, 690	146, 300	9, 240
Total		4, 848, 753		4, 187, 174

Total value of grain imported in 1869 £4, 243, 046

Total value of grain exported in 1869 4, 024, 078

Value of grain imported from—

Austrian Dominions.....	272, 669
Greece.....	169, 661
Italy.....	20, 680
Russia.....	1, 612, 928
Turkey.....	1, 819, 515
Barbary.....	39, 376
Egypt.....	306, 835

Value of grain exported to—

United Kingdom.....	2, 039, 219
Gibraltar.....	254, 084
Belgium and Holland.....	158, 923
France.....	612, 667
Algiers.....	42, 303
Italy.....	43, 979

Arrivals at Malta of merchant steamships bound to and from the East Indies, China, &c., by the Suez Canal, from its opening, November, 1869, to September 30, 1870.

Date of arrival.	Number of vessels.	Aggregate tonnage.
1869. November	1	722
December	4	1,960
1870. January	5	2,812
February	8	5,370
March	20	18,911
April	17	12,877
May	15	12,535
June	21	18,838
July	17	13,690
August	19	17,730
September	16	14,458
Total	143	120,103

Of these, eighty were bound eastward and sixty-three westward. All were British except two, of which one was French and one Dutch.

In addition, six men-of-war touched here which passed the canal, of which three were British, one French, one Danish, and one Spanish. Of these the British steam transport Jumna was of 4,200 tonnage and drew 21 feet.

The British steamship Magdala touched here on the 19th of October last, bound from Shanghai to New York, laden with tea; the British steamship Riga, from Shanghai to New York, November 12, also laden with tea.

Amount of coal stored here the last year, 200,000 tons; an increase of 50,000.

Total values, in sterling, of the imports and exports of the colony of Malta, to and from each country, from 1865 to 1869, inclusive.

Countries.	1865.		1866.		1867.		1868.		1869.	
	Imports therefrom.	Exports thereo.	Imports therefrom.	Exports thereo.	Imports therefrom.	Exports thereo.	Imports therefrom.	Exports thereo.	Imports therefrom.	Exports thereo.
United Kingdom.....	236,262	2,535,046	226,909	2,898,681	233,490	2,3,075,900	240,614	24,152,737	263,185	22,451,903
British Colonies, (Gibraltar).....	237	298	320	205	4,045	436,349	1,090	425,286	311	254,930
Foreign countries:										
Austrian Dominions.....	31,100	9,680	48,922	20	153,272	98,643	180,490	3,935	278,432	64
Belgium.....	6,935	9,448	2,493	10,169	4,400	190,091	3,968	191,151	2,444	160,683
Belgium and Holland.....	2,613	64,815	4,491	165,888	11,621	542,553	15,468	1,241,171	20,044	682,987
France.....	14,528	4,116	4,682	.....	1,624	161,375	3,683	276,029	3,302	45,862
Algiers.....	1,168	.....	.....	.....	.....	32,175	.....	.....	.....	.....
German States.....	48,160	7,929	11,648	8,096	180,246	2,162	220,928	4,244	173,968	2,687
Greece.....	163,123	81,656	141,592	137,369	329,701	423,142	271,763	179,535	223,986	49,103
Italy.....	785,444	11,572	975,299	137,369	3,191,701	64,177	2,271,763	1,612,403	1,612,403	2,179
Russia.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Spain.....	301,091	3,013	416,142	92,507	1,597,038	7,092	2,790,945	518,803	2,439	982,413
Turkey.....	190,101	18,764	42,406	18,593	64,608	146,124	171,545	100,106	1,805,687	7,605
Barbary.....	42,370	1,989	92,546	90,393	58,181	106,681	41,363	204,451	304,451	53,977
Tunis.....	27,658	71,983	145,178	28,054	686,648	24,585	1,171,303	76,469	32,109	38,168
Egypt.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
United States.....	7,769	20	2,681	15	4,760	24,683	3,473	7,499	364,630	8,684
Total.....	1,601,004	1,109,284	1,851,520	1,394,366	6,395,305	5,956,490	7,922,749	7,921,330	4,846,753	4,187,174

MEM.—I. Imports. These returns include only articles liable to duty. II. Exports. No export duty; articles only included liable to import duty which are exported in same bottoms, or from bond, or were transhipped.

VALETTA, MALTA.											
Year ending	September										
		1	Genoa	1	Smyrna	3	Tobacco	988,668 00	9	Ballast	
30.		6	Gibraltar	1	Barrit	3	Ballast		1	No cargo, discharged	
		1	Tunis	3	Girgenid	1	Petroleum	6,000 00			
		1	Constantinople	1	Malaga	4	Sundries, petrol'm, tobacco, &c.	68,183 00			
		1	New York	3	Messina	1	No cargo, discharged				
				1	Alicante						
				1	Tunis						
		10		10		10		94,859 00	10		

* Classes of vessels entered: 10 ships, 38 barks, 41 brigs, 9 schooners. Cleared: 10 ships, 37 barks, 41 brigs, 9 schooners. Aggregate tonnage, 41,731. 77.

† Classes of vessels entered: 6 barks, 1 yacht, 1 schooner, 3 brigs. Cleared: 6 barks, 1 yacht, 1 schooner, 2 brigs. Aggregate tonnage for the last three quarters, 2,927 tons.

‡ Not given.

STRAITS SETTLEMENTS.

SINGAPORE.

AUGUST 28, 1870. (Received October 26.)

The port of Singapore, situated as it is on the extreme southern point of the Malacca Peninsula, may be termed the half-way house between China and America, and China and the continent of Europe. While it is not anything like half-way between either, yet it is fast becoming the stopping place and refitting station for vessels of all nations bound either way. Its harbor is capacious and almost completely land-locked by islands, and has several entrances and exits; there are three good graving docks here for repairing ships, some of cut stone. There are several fine wharves and piers, where steamers can be coaled and freights and passengers taken and discharged. The charges of these docks and wharves are comparatively moderate, as coolie labor is very low. All the steamers of the Peninsular and Oriental, Messageries Impériales, Ocean, Jardine & Co., Apcar & Co., and Calcutta and Bombay lines stop here to take and leave mails, passengers, and freights. It is a refitting and refurnishing point for war vessels, and the harbor is seldom without one or more. It is a cosmopolitan city, and a free port, and the citizens wear the costumes of all nations. Religious services are held in Protestant, Roman Catholic, Mohammedan, Chinese, Hindoo, Persian, and Armenian temples. Vessels come from all parts of the world with goods, and carry hence the spices and products of the East.

Singapore is viewed as an exceptionally healthy place for the East, but the climate is insidious, and residents only notice the inroads of disease after months of comparative health. From the fact that eternal summer prevails, the climate is undoubtedly enervating from the beginning, and, as the system becomes more and more weakened and debilitated, it is more susceptible of disease. The thermometer seldom falls below 80° Fahrenheit in the shade, and as seldom goes above 93°. It will thus be seen that the temperature is almost the same the year round, and the absence of the seasons causes great monotony. The only change is that of showers of rain, which we have almost daily—sometimes, several in the course of the day.

The entire population of the Island of Singapore is near 125,000; that of the city proper, say 115,000; and is made up of Chinese, Malays, Hindoos, Klings, Persians, Armenians, Europeans, and very few (5) Americans. The Chinese largely predominate, being full one-half to three-fourths of the entire population; they are very industrious and labor for small pay. In these two respects they might be considered an advantage to a community, but in no other, in my opinion. Their ideas of morality and virtue are very loose, compared with those of Americans; they are, as a rule, untruthful and unscrupulous; they are inveterate gamblers and idolators, and their introduction to the United States, in large numbers, will not be productive of good to the country.

The number of American vessels arriving at this port during the first six months of 1870 was seventeen, including the United States flagship Delaware. The aggregate tonnage of these vessels was 13,870 tons. The value of the exports to the United States, during the same period, was \$1,927,090 27, which is a considerable increase over previous years. Much of the produce carried to America, I regret to say, is in American vessels, under foreign flags. This is caused by their having sought the protection of a foreign flag during the "reign of terror" created by the letting escape such vessels as the Alabama; and the

existence of laws prohibiting their returning to their own national colors when the terror had subsided. If some provision is made by congressional enactment, whereby these vessels can resume their own colors, our tonnage would be increased very materially in these parts, and our beautiful "star-spangled banner" be more often exhibited to gladden the eyes of all lovers of the Great Republic of the West.

The Alabama destroyed six American vessels in this vicinity; three almost within sight of this harbor, viz: the Martaban, Sonora, and Highlander. Her arrival in Singapore was greeted with every manifestation of joy, and she received, I am informed, valuable information and full supplies. The year previous to the appearance of the Alabama the number of American vessels that arrived here was 86; the next year they fell off to 41; the following year to 35; in 1866 there were 33; in 1867 there were 35; in 1868 they fell off to 29, and in 1869 they rose again to 39 arrivals. The American business is principally in the hands of foreigners, who have founded large establishments from the profits of the same. There is no American firm in Singapore, although there is ample room for one, and great and sure profits from the American business. The capital required would be large, as business is done on an extensive scale, and the competition would be great at first, as it would be unreasonable to expect that those who have so long enjoyed the monopoly would now give up without a struggle. But some well-known American house could not invest capital to better advantage than to establish a branch here.

Statement of imports and exports at the port of Singapore for the first six months of 1870.

Months.	Imports.	Exports.
January.....	\$3, 201, 278	\$2, 685, 925
February.....	2, 942, 666	2, 468, 518
March.....	3, 110, 127	3, 155, 732
April.....	3, 677, 086	2, 709, 258
May.....	3, 789, 945	3, 665, 378
June.....	4, 265, 124	2, 939, 622
Total.....	20, 986, 226	17, 624, 433

The principal articles of import and export to and from Singapore are gambier, tin, hides, rattans, pepper, coffee, spices, and sago.

J. G. JEWELL.

Navigation and commerce of the United States with Singapore for the year 1870.

PERIOD.	VESSELS.			CARGOES.						
	ENTERED.		Where from.	CLEARED.		INWARD.		OUTWARD.		
	No. of Vessels.	No. of Vessels.		Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.
Six months ending June 30.*	3	Hong-Kong	1	New York	2	Coal	\$19,628 00	1	Coffee, pepper, nutmegs	\$65,545 00
	1	Galle	2	Hong-Kong	2	Rice and hides, &c.	44,827 00	1	Gambier, pepper, &c.	197,545 00
	1	Saigon	2	Boston	1	General cargo	4,300 00	1	Tin, hides, sundries, wood	47,525 00
	9	Boston	3	Bangkok	3	Ballast	Not given.	1	Gambier, coffee, &c.	34,865 00
	1	Bombay	1	Bangkok	3	Miscellaneous	do	3	Miscellaneous	Unknown.
	3	Cardiff	1	London	1	Ice and fruit	do	4	Ballast	
	1	New York	1	Marseilles	3	Not reported				
	1	Bangkok	1	Manila	2	Coal				
	1	Batavia			1	United States war steamer				
	1	London								
	1	Rangoon								
	1	Swatow								
		17		11		17		68,765 00	11		276,836 00

* Classes of vessels entered: 1 steamship, 1 war steamer, 6 ships, 6 barks, 1 schooner, 1 junk, 1 class not specified. Cleared: 1 steamship, 4 ships, 4 barks, 1 schooner, 1 junk. Aggregate tonnage entered, 14,627.

VANCOUVER'S ISLAND.

BRITISH COLUMBIA.

VICTORIA, October 5, 1870. (Received November 4.)

Navigation and commerce.—During the quarter just ended there have been no changes in the communication between this port and the ports of San Francisco and Portland.

The fine steamer Olympia, of 492 tons burden, has been withdrawn from on the line between ports on Puget Sound and Victoria, British Columbia, and the steamer Eliza Anderson, 249 tons burden, is now running in place of it. The United States mail, which was formerly carried on the Olympia, has been transferred at the beginning of the quarter.

The new contractors began by carrying the mail, passengers, and freight on the small steamer Veruna, making, however, but one trip, when she was displaced by the larger steamer Alida.

About the middle of September the Alida, in turn, discontinued her trips, and the steamer Isabel, an English vessel, is now employed in her stead, making latterly two trips per week from Victoria to Port Townsend. All on board is transferred there to the steamer Alida, which continues the trip to ports on Puget Sound, to Olympia, and returns to Port Townsend. Four foreign vessels arrived in this port during the quarter, two from London and two from Honolulu. Their aggregate tonnage was 1,384 tons, and their inward cargoes, consisting of general merchandise, amounted to \$214,000. Five foreign vessels cleared from this port during the quarter, two for Honolulu, one for San Francisco, one for Callao, and one for Portland, Oregon.

The tonnage of foreign vessels outward amounts to 2,370 tons, and the value of outward cargoes to about \$30,000. There were forty-three arrivals of American vessels and forty departures, three remaining in port. The registered tonnage of American vessels entering this port amounted to 14,728.02 tons. The value of inward cargoes on all American vessels amounted to \$185,567 60. The value of outward cargoes on all American vessels, which cleared from this port during the quarter, amounted to \$63,029 38.

The imports into British Columbia during the quarter covered by this report from England, the United States, and the Sandwich Islands, amount to about \$400,000, which is about \$30,000 less than the amount imported last quarter.

The principal articles imported are dry goods, clothing, live stock, flour, spirits, sugar, opium, and blankets. The entire exports for the quarter amount to but \$112,017. Of this amount not over one-third is for the use of the United States, as almost all furs, skins, and wool shipped to San Francisco are transhipped to England.

The shipments of gold during the quarter amount to \$401,266 25, which is an increase over corresponding quarter of previous year of \$10,000. Accounts from the mining district of Cariboo are rather favorable. Some of the claims there have been, and are, paying extraordinarily well. Two Americans have been making investigations, "this summer," at Williams's Creek, Cariboo, and returned so well satisfied as to resolve speedily to begin to operate there, on an extensive scale. They propose to introduce steam-power, to an extent formerly unknown in the mines of British Columbia. The government has leased to them grounds extending three miles and seventy-five chains in length, with an average width of three-fourths of a mile to a mile, they agreeing to erect within eighteen months hoisting works, a pumping-engine, a saw-mill, and a

quartz-mill, with a capacity of ten stamps; and to pay a yearly rental of \$250. The lease is for twenty-one years, with the privilege of ten years' extension. This enterprise seems to inspire the British Columbians with great hopes of an extensive development of the mining interests at Cariboo, as, up to the present, the application of steam-power on such a scale has been unknown.

Reports are daily reaching this city in relation to the discovery of very rich gold diggings on Germantown Creek, Omineca. There are said to be about one hundred and fifty miners there, making from \$10 to \$25 to the hand per day. Supplies are as yet very scarce there, and enormous prices are paid for provisions. The accounts of this news are credited here, and next spring a large number of miners will doubtless find their way there.

Much excitement was created some weeks ago by the discovery of gold in the immediate vicinity of the city. It was found in the quartz upon Mount Douglass, four miles from Victoria. The discoverers registered a claim and took out a quantity of the quartz, which, upon an assay having been made of 100 pounds of the same, resulted in \$5 worth of gold being found therein. They are now preparing to erect a quartz-mill.

Lumber and coal.—The lumber trade of British Columbia has experienced a great falling off during the nine months of the present year, as compared with a corresponding period of last year. The exports of lumber, which began in British Columbia in 1866, amounted in that year to about \$60,000; two years thereafter, in 1868, to nearly \$180,000; and last year, 1869, to about \$260,000. The highest estimate placed upon the export of lumber for the present year does not exceed the sum of \$150,000. The chief cause of this decline seems to be the limited demand of the article in the market of San Francisco. Formerly, nearly all the lumber prepared in the mills on Puget Sound was shipped there; whereas now mill owners are directing their attention to other more remote and foreign markets, where they seem to compete successfully with the shippers of lumber from British Columbia.

Coal shipments from Nanaimo, Vancouver's Island, have also been very light during the past quarter. Only four American vessels loaded there during that period. Though the company has reduced the price of coal to \$5 50 per ton at the mine, I am informed that it meets formidable competition in the shippers of coal from Australia to San Francisco. The coal mines at Nanaimo have not been worked for the past six weeks, the miners there being on a strike. The company having from 25,000 to 30,000 tons of coal out, for which there is no demand, proposed a reduction of wages to the miners. They would not accede to this, but, to a man, ceased work. The company now refuses to reëngage them at any rate; thus some seventy persons, most all heads of families, are thrown out of employment.

Agriculture.—But very slow progress appears to be made in this colony in this important branch of industry. By reference to my inclosed tabular statement, marked A, it will be observed to what extent ordinary farm products, those of stock-farming included, are brought into the colony for home consumption. The figures there show the value of the articles described, which were imported during the first and second quarters of the present year. There is not, as yet, the slightest indication that this amount will be diminished for some time to come. When taken into consideration that the entire white population of the whole colony amounts to less than 10,000 souls, and that Indians and Chinamen consume only a small proportion of the articles enumerated, it shows conclusively to what extent the soil is cultivated and made to

yield those products. This state of affairs is, however, not near so much ascribable to the absence of a soil fit for tillage, or the adverse influences of the climate, but solely to the laws and general misgovernment of the country, and certain monopolies exercised by owners of large tracts of the best lands in the country.

Manufactures.—The extent to which manufacturing is carried on in British Columbia is shown by the following: There are 2 tanneries, 1 soap factory, 1 sash and door factory, 1 machine shop and foundry, 2 flouring-mills, 1 quartz-mill, and 5 saw-mills. I have inclosed with this report a second tabular statement, marked B, which shows the value of chiefly manufactured articles imported during the first and second quarters of the year 1870.

General summary.—There are, so far, no improvements discernible in the general condition of the colony, though confederation with the Dominion of Canada is regarded as an accomplished fact.

The election for members to the colonial parliament is ordered for the 13th day of the coming month. Shortly thereafter the council will be convened, and the most important question to be decided by it will be this matter of confederation. The issues upon which the members are likely to be divided in sentiment will be: first, responsible government; secondly, the tariff; and thirdly, the terminus of the railroad from Canada at this end of the line. The general impression, however, prevails that the government party, or its policy, will again dictate and determine the actions of the council. The new constitution provides for six members to be appointed by the governor, and it is supposed they will be powerful enough to influence a sufficient number out of the nine members to be elected by the people to carry any measure they choose. The United States revenue cutter *Lincoln*, Captain Scammon, has twice visited this port within the past three weeks, each time for the purpose of taking in coal. The second time, a few days ago, she brought the Collector of Customs and the special agent of the Treasury Department from Port Townsend. They met here Dr. John C. McLean, special agent from San Francisco, who had come here for the purpose of meeting them and myself, in order to devise means for the discovery and suppression of opium smuggling.

I have taken great pains to present to the Department comprehensive and correct returns of the arrivals and departures of American vessels, their cargoes, &c. But should discrepancies still appear, they are caused in consequence of the entering and clearing of the steamers from Puget Sound, all within a few hours, and by the imperfection of manifests coming from San Francisco, with the figures never extended or amounts added up.

D. ECKSTEIN.

WEST INDIES.

JAMAICA.

JANUARY 18, 1871. (Received February 9.)

Nationality, number, and tonnage of vessels cleared at the port of Jamaica during the year 1869.

Nationality.	With cargoes.	Tons.	In ballast.	Tons.
British vessels	104	42,918	8	3,137
Foreign vessels	45	16,448	4	1,322
From the United States, British	48	8,844	2	348
To the United States, British	85	17,264	.....	.....
To Great Britain, British	226	97,592	.....	.....

Nationality, tonnage, and crew of vessels entered at the port of Jamaica during the year 1869.

Nationality.	With cargoes.	Tonnage.	Crew.	In ballast.	Tonnage.	Crew.
British	138	75,356	2,852	26	31,629	996
British Possessions	205	24,323	1,348	51	12,452	499
Empire of France	96	13,216	1,261	27	11,225	685
Norwegian	11	4,594	132	2	542	18
North German	21	7,479	223	19	5,829	203
American	63	13,003	422	34	8,460	267

Spanish and Haytian about as Norwegian.

Total value of imports into the Colony of Jamaica during the year ending December 31, 1869.

Whence.

	Value.	£	s.	d.
Great Britain	775,087	15	0	
Empire of France	8,419	13	7	
Hanse Towns	12,503	19	0	
British North American Colonies	133,989	18	1	
British West Indies	6,314	5	5	
Asia	7,470	0	0	
United States	266,983	17	4	
Foreign states to America	2,794	11	1	
French West Indies	177	3	0	
Spanish West Indies	4,278	1	9	
Republic of Hayti	6,394	5	5	
	1,224,413	9	8	

Exports.

Whither.

	Value.	£	s.	d.
Great Britain	848,960	10	3	
Empire of France	34,877	12	7	
Italy	3,575	11	0	
Hanse Towns	10,543	13	8	
Austria	1,074	10	0	
Gibraltar	1,335	0	0	
British North American Colonies	11,371	13	0	
British West Indies	11,147	6	10	
United States	142,308	6	1	
Foreign states, South America	16,948	3	2	
Spanish West Indies	10,037	13	4	
Republic of Hayti	70,878	15	5	
Total	1,163,058	15	4	

Excess of imports over exports

61,354 14 4

Statement showing the number of vessels entered and cleared at the several ports in the island during the month of January, 1869.

PORTS.	ENTERED AT EACH PORT IN JANUARY, 1869.			CLEARED AT EACH PORT IN JANUARY, 1869.		
	Vessels.	Tonnage.	Crew.	Vessels.	Tonnage.	Crew.
Kingston	473	141,409	6,888	327	94,587	5,333
Port Morant	47	14,071	478	45	11,444	411
Annotto Bay	6	2,362	72	10	3,618	129
Port Maria	5	1,711	56	5	1,443	54
St. Ann's Bay	5	1,166	40	33	6,864	260
Falmouth	39	7,970	308	38	8,924	283
Montego Bay	24	5,094	219	48	8,485	400
Sao La Mar	20	6,325	213	44	14,960	526
Black River	38	14,219	457	53	19,122	624
Lucia	4	10,078	31	13	4,114	131
Salt River	47	17,424	557	80	27,706	694
Old Harbor	35	10,097	340	54	15,561	484
Total	743	231,856	9,659	750	216,828	9,309

The exports during the financial year ending September 30, 1869, were as follows:

Coffee, 42 hundred weight, 186 quarters, 35 pounds; ginger, 11 hundred-weight, 320 quarters, 22 pounds; arrow-root, 104 hundred-weight, 15 pounds; cotton, 88 pounds; cocoa, 489 hundred-weight, 1 quarter; pimento, 68,366 hundred-weight, 2 quarters, 17 pounds; honey, 357 hundred-weight, 2 quarters, 16 pounds; beeswax, 773 hundred-weight, 3 quarters, 18 pounds; succades, 128 hundred-weight, 2 quarters, 23 pounds; rum, 14,890 puncheons; sugar, 28,830 hogsheads; molasses, 6 casks; santa, or shrub, 171 gallons; logwood, 102,764 tons; fustic, 4,797 tons; mahogany, 16 tons; lignum-vitæ and ebony, 73 tons; lancewood spars, 236; cocoa-nuts, 1,083,982; hides, 60,162 pounds.

THOMAS H. PEARNE.

JANUARY 19, 1871. (Received February 9.)

The population of Jamaica has not been enumerated since 1861. It was then, of males, 167,277; of females, 179,097; total, 346,374. In my dispatch No. 7, I gave as the total number of enrolled scholars, 42,252. If we estimate the scholastic population as two-fifths of the whole population, we have 139,566 as the total scholastic population. The whole number of enrolled scholars was given in that dispatch as 42,252, or about one-third the scholastic population.

The ecclesiastical statistics stand thus:

Denominations.	Churches.	Sittings.	Average attendance.
Church of England	78	35,038	14,508
Wesleyan	78	36,350	28,423
Scottish Church	1	800	450
United Presbyterian Church	28	12,100	7,365
United Methodist Free Church	27	5,120	3,125
Jamaica Baptist Mission	87	53,094	Not given.
American Christian	22	3,950	1,939
London Missionary Society	34	12,650	10,150
Moravian	15	12,000	10,151
Roman Catholic	12	4,850	2,436
Hebrew	3	1,550	Not given.
Total	375	178,272	78,508

It will be seen that there are church sittings for a little more than one-half of the population.

There is a public hospital in the city of Kingston.

	Males.	Females.	Total.
Number of inmates January 1, 1869.....	113	80	173
Number of patients admitted during the year.....	1,213	522	1,735
Average daily number of inmates.....	113.77	59.97	173.74
Discharged, cured.....	868	433	1,301
Discharged, relieved.....	114	75	189
Not relieved.....	35	14	49
Deaths in hospital during 1869.....	125	54	179
Patients in hospital December 31, 1869.....	109	57	166

This institution is supported by a grant from the general revenue at a cost of £7,753, or \$37,210 per annum. There is a lunatic asylum at Kingston, with an average daily number of patients of 99.03 males, 113.49 females, supported by grant from general revenue of £3,896 13s. 2d., or \$18,703 96 per annum. There is a small marine hospital at Falmouth, another at Montego Bay with 132 treated during the year, and an average daily number of inmates of 20. The city of Kingston supports an alms-house.

There is a boys' reformatory school ten miles from Kingston, with 168 inmates, sustained at a cost of £1,633, or \$7,838 20 per annum, by the government. There is also a girls' reformatory school, with 71 inmates, supported at an expense of £194 2s. 11d., or \$931 90 per annum, paid by government. There is also a girls' orphans' home, 40 inmates, supported by the government, at a cost of £4,670 16s. 5d., or \$22,520 per annum.

THOMAS H. PEARNE.

TURK'S ISLAND.

OCTOBER 24, 1870. (Received November 16.)

The number of American vessels arriving during the year is 71, with an aggregate tonnage of 15,938 tons, and 443 men.

The value of cargoes imported in the above is \$28,617 11, consisting principally of breadstuffs and provisions, the produce of the United States.

The quantity and value of salt exported to the United States is as follows :

	Bushels.	Value.
In American bottoms.....	485,071	\$49,510 94
In foreign bottoms.....	351,771	37,302 97
Total.....	<u>836,842</u>	<u>86,813 91</u>

The total value of all exports to the United States is \$91,057 13.

The difference between the total value of all exports and the value of salt exported, namely \$4,243 22, is made up of wood, wrecked materials, sponge, &c.

The past year has been an unprecedentedly dull one, and especially during the last quarter, which is invariably the largest. The first exhibits a falling off in the quantity of salt exported during the September quarter, 1870, as compared with the same quarter of 1869, of 74,552 bushels, and on the three quarters of 1870, as compared with 1869, of 400,084 bushels. The latter, as regards revenue, shows an excess of expenditure over the receipts of £169 9s. 5d. In addition to which a public debt has been incurred of £2,450 sterling. These unsatisfactory results have been occasioned by the lessened demand for the staple. The past year has been an excellent one for making and gathering salt, and there is now in the colony about 2,000,000 bushels awaiting a sale.

The scarcity of provisions has of late been so great that the laboring and poorer classes have been reduced to great want, in some cases to the verge of starvation.

When the trade in salt revives, (which it is to be hoped will be soon,) matters may mend, but until it does, the prospects of this little colony are indeed gloomy.

J. R. TALBOT.

TURK'S AND CAICOS ISLANDS.

*Statement showing the receipts of revenue for the first three quarters of the years 1869 and 1870.**

Heads of receipts.	First quarter.	Second quarter.	Third quarter.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Imports.....	743 2 2	923 19 2	1,261 3 5	2,928 4 9
Exports.....	240 9 3	342 1 11	345 11 8	928 2 10
Light.....	100 6 0	161 3 0	138 7 0	399 16 0
Ordinary sources.....	235 0 5	343 14 9	497 14 5	1,076 9 7
	1,318 17 10	1,770 18 10	2,242 16 6	5,332 13 2
From creditor's chest.....	461 12 9			461 12 9
Borrowed on debentures.....				
Total for 1869.....	1,780 10 7	1,770 18 10	2,242 16 6	5,794 5 11
Imports.....	719 18 8	1,302 17 7	710 14 3	2,733 10 6
Exports.....	49 5 9	378 17 1	521 0 4	949 3 2
Light.....	39 16 0	89 17 0	114 17 8	244 10 8
Ordinary sources.....	294 14 11	322 6 3	262 13 8	879 14 10
	1,103 15 4	2,093 17 11	1,609 5 11	4,806 19 2
From creditor's chest.....	391 11 9			391 11 9
Borrowed on debentures.....		1,750 0 0		1,750 0 0
Total for 1870.....	1,495 7 1	3,843 17 11	1,509 5 11	6,848 10 11

* From the report of the receiver general and treasurer.

*Schedule of the public revenue for the quarter ending September 30, 1870,
in comparison with the corresponding quarter in 1869.**

IMPORTS.

Articles.	1870.	1869.
	£ s. d.	£ s. d.
Alcohol	0 0 0	2 0 0
Ale, porter, cider, &c.	12 18 4	12 8 6
Bay water	0 19 0	1 5 6
Beans and peas	0 3 9	1 15 3
Bread	0 17 4	5 10 2
Butter	2 12 3	19 17 10
Candles	0 5 2	10 17 6
Cattle	1 19 6	2 16 3
Cheese	0 18 8	8 2 7
Chocolate	0 9 0	1 19 0
Cigars	1 1 6	0 16 0
Cocoa	0 0 0	0 0 9
Coffee	1 16 6	7 8 5
Cordage	0 2 3	2 5 1
Cordials	0 0 0	2 0 0
Corn	8 7 11	2 19 8
Fish, dried and pickled	26 1 7	11 7 4
Flour, wheat	63 5 9	142 6 3
Flour, corn-meal, and rye	1 4 5	5 18 6
Horses	0 0 0	4 0 0
Lard	1 4 11	8 4 2
Lumber and shingles	1 13 4	42 7 9
Meat, salted or cured	3 5 0	37 4 0
Molasses, sirup, and honey	25 12 1	9 13 10
Oils	6 12 7	15 3 0
Paints	2 7 9	0 0 0
Pitch	0 16 0	1 4 0
Raisins, currants, figs, &c.	1 1 8	0 17 6
Rice	17 7 9	9 16 0
Rum, brandy, gin, &c.	236 6 0	487 5 3
Sheep	0 2 0	1 6 0
Soap	0 12 3	24 13 3
Sugar	41 8 0	66 13 3
Spirits turpentine	0 1 3	0 4 0
Tea	4 0 3	3 12 6
Tobacco	2 11 0	31 2 7
Wine	14 15 8	16 16 5
Ad valorem duties	163 1 4	259 5 4
10 per cent. on amount of duties	64 12 6	0 0 0
Total	710 14 3	1,261 3 5

EXPORTS.

Articles.	1870.	1869.
	£ s. d.	£ s. d.
Salt, 1870, 250,088 bushels; 1869, 324,640 bushels	521 0 4	338 3 4
Wood		7 8 4
Total	521 0 4	345 11 8

* From the report of the receiver general and treasurer.

OTHER SOURCES OF REVENUE.

	1870.			1869.		
	£	s.	d.	£	s.	d.
Light duties	114	17	8	138	7	0
Auction duties	29	6	6	107	12	1
Police fines	15	7	0	42	7	2
Fees from judge supreme court and ordinary	57	12	11	6	1	2
Fees from colonial secretary and registrar	17	1	6	15	13	0
Fees police magistrate	7	7	6	14	7	0
Fees assistant police magistrate, Salt Bay	2	15	6	2	8	6
Fees assistant police magistrate, Cockburn Harbor	3	19	0	2	19	6
Postage	9	2	1	8	4	6
Post office money-order commissions	41	9	7	21	16	2
Postage stamps sold abroad	0	0	0	1	19	5
Liquor licenses	25	0	0	25	0	0
Wine licenses	29	0	0	29	0	0
Forfeitures from police court	0	0	0	1	18	9
Dog tax	0	0	0	3	0	0
Receipt on account of defalcation of R. J. Darrell, late post-master	0	0	0	53	10	3
Profits from public bank	18	1	4	155	6	2
Contributions to the widows' and orphans' fund	6	10	9	6	10	9
Total	377	11	4	636	1	5

RECAPITULATION.

	1870.			1869.		
	£	s.	d.	£	s.	d.
Imports	710	14	3	1,261	3	5
Exports	521	0	4	345	11	8
Other sources of revenue	377	11	4	636	1	5
Total	1,609	5	11	2,242	16	6

EXPENDITURE.

	£	s.	d.
Salaries, allowances, &c.	2,003	7	1
Miscellaneous	171	4	10
Total	2,174	11	11

Navigation and commerce of the United States with the British Dependencies in the West Indies for the year 1870.

PORTS.	VESSELS.			CARGOES.			
	ENTERED.		CLEARED.		INWARD.		OUTWARD.
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	
BARRADOES.	13	New York	2	Nevassa	18	Breadstuffs and provisions	Sugar, molasses, cocoas, skins.
	5	Philadelphia	10	New York	3	Not given	General cargoes, (part inward)
	1	Boston	2	Martinique	1	Wood	General cargoes.
	1	Paramaribo	2	Turk's Island	2	Whale oil	Ballast.
EAST HARBOR, TURK'S ISLAND.	1	Grenada	2	St. Thomas	2	Whale oil	General cargoes.
	2	Whaling	1	St. Vincent	1	Provincetown	Ballast.
	1	Provincetown	1	Provincetown	1	Provincetown	Ballast.
	1	Provincetown	2	Grenada	2	Grenada	Ballast.
EAST HARBOR, TURK'S ISLAND.	24	.....	23	.....	24	.....	.....

GRAND TURK, TURK'S ISLANDS.	12	Windward, West India Islands.	12	United States of America.	12	Ballast.	94,491 bushels salt.
	.....	.....	.....	.....	.....	.....	30 bales sponges.
	.....	.....	.....	.....	.....	.....	13 tons Brazilletto wood.

GRAND TURK, TURK'S ISLANDS.	12	.....	12	.....	12	.....	.....

Nine months ending September 30.	2	Baltimore	1	St. Andrews	1	General cargo	Inward cargo and salt.
	5	St. Thomas	1	Holmes' Hole	5	Provision	Salt.
	4	Boston	3	Delaware Break-water.	1	Fruit and gin.	Part of inward cargo.

Grand Turk, Turk's Islands.	1	New York	2	Jamaica	1	Assorted cargo	Salt, wood, and wax.
	1	Buenos Ayres	1	Portsmouth	1	Horse	Salt, hides, and iron.
	1	Bristol	2	East Harbor	2	Salt, from Salt Cay	Salt, hides, and iron.
	1	Saranam	1	Cuba	1	Assorted, from United States.	{ 37,938 bushels salt.
Grand Turk, Turk's Islands.	5	Barbadoes	1	Bristol	21	Ballast.	{ Old metal, anchors, &c.
	4	Porto Rico	1	Salt Cay .....	.....	.....	Ballast.
	3	Salt Cay	4	Philadelphia .....	.....	.....	.....
	3	Guadeloupe	1	Newburyport .....	.....	.....	.....

1	Trinidad	1	Baltimore	33		30,918 06	32		28,043 75
1	Grenada	2	New York						
1	Teneriffe	1	New Orleans						
		2	Boston						
		1	Provincetown						
		1	Providence						
		1	Matanzas						
		1	South America						
		4	United States						
33		32							
2	St. Mary's	1	Grenada	15	Oil	33,700 00	2	Oil	10,500 00
25	Rangor	27	New York	37	General cargoes	315,800 00	12	Vegetables	76,100 00
13	Whaling	16	Whaling	1	Lumber	12,450 00	1	Cotton	45,500 00
13	Savannah	1	Wrecked	1	Cotton	170,000 00	1	General cargo	7,000 00
3	Boston	2	Boston	1	Corn	4,000 00	1	Part of inward cargo	2,250 06
1	Norfolk	2	Condemned	1	Ballast		1	Tomatoes	1,500 00
2	Baltimore	1	Cuba				2	Condemned	
		1	San Blas				1	Wrecked	
		1	Provincetown				31	Ballast	
			(Jamaica)						
42		52		48		434,980 00	52		142,850 00
15	New York	10	New York	90	General cargoes	Not stated	3	Logwood, coffee, &c.	
4	Philadelphia	4	An outpost	1	Staves and shingles	do	2	Logwood	
1	Port Antonio	2	Nassau	3	Lumber	do	1	Coffee, &c.	
1	Baltimore	2	Pensacola	1	Ice, candles, &c.	do	1	Codfish, &c.	
2	Trinidad	2	Philadelphia	1	Part cargo from New York	do	1	Logwood, coffee, rum, and	16,383 38
1	St. Thomas	1	Sold	3	Candles and potatoes	do	1	sundry merchandises	
1	Norfolk	2	Boston	1	Ice and nails	do	1	175 tons logwood	2,416 39
2	Jacksonville	3	Trinidad	1	Candles	do	1	30 tons logwood, 41 qr. coals	3,146 00
1	Barbadoes	1	Manzanilla	1	Flour, shingles, and lumber	do	1	rum, coffee, &c.	
6	Boston	4	Cienfuegos	7	Ballast	do	1	Sold to British flag	
1	Antigua	1	San Blas			do	22	General cargo	
1	Port Maria	1	St. Nicholas			do		Ballast	

* Classes of vessels entered: 10 barks, 7 brigs, 7 schooners. Cleared: 9 barks, 6 brigs, 6 schooners, 1 not specified. Aggregate tonnage, 5,283.95.

† Classes of vessels entered: 6 brigs, 6 schooners. Aggregate tonnage, 2,263.

‡ Classes of vessels entered: 3 barks, 13 brigs, 17 schooners. Cleared: 3 barks, 13 brigs, 16 schooners. Aggregate tonnage entered, 8,134.

§ Classes of vessels entered: 18 steamers, 2 ships, 23 schooners, 3 barks, 2 brigs. Cleared: 18 steamers, 2 ships, 23 schooners, 2 barks, 2 brigs, 2 condemned. Aggregate tonnage entered, 19,589.90.

|| Classes of vessels entered: 4 barks, 8 brigs, 19 schooners, 6 brigantines, 1 barkantine. Cleared: 2 barks, 8 brigs, 17 schooners, 5 brigantines, 1 barkantine. Aggregate tonnage, 8,894.

HAMILTON, BERMUDA.

Year ending Sept. 30.

KINGSTON, JAMAICA.

Nine months ending Dec. 31, 1889, June 30, and Sept. 30, 1870. ||

Navigation and commerce of the United States with British Dependencies in the West Indies for the year 1870—Continued.

PORTS.	VESSELS.			CARGOES.			OUTWARD.		
	ENTERED.		Where for.	INWARD.		Value.	Description.		Value.
	No. of vessels.	Where from.		No. of vessels.	Description.		No. of vessels.	Description.	
KINGSTON, JAMAICA.—Con. Nine months ending Dec. 31, 1869, &c.*	1	Sao La Mar	1	Baracoa					
	1	Pensacola							
	1	Curacao							
	39			39			34		\$31,835 77
KASBAU, BAHAMA ISLANDS. Year ending September 30, †	1	Aux Cayes	3	Boston	1	Coffee, cotton, and wood	1	Coffee, cotton, &c.	11,660 20
	8	Baltimore	37	New York	16	Provisions, &c.		Fruit and salt	2,815 44
	35	New York	3	Cuba	1	Wood, hides, and tobacco	1	Fruit and sponge	7,079 10
	14	Havana	13	Havana	3	Assorted cargoes	4	Fruit and sponge, (inward cargo.)	2,499 48
	3	Charleston	1	Bremen	2	Ice	23	Fruit, &c.	28,746 64
	1	Baltimore	11	Baltimore	2	Provisions and lumber	1	Assorted cargo	25,700 00
	1	Guantanamo	5	Whaling cruise	1	Provisions and lumber, not landed.	2	Salt, &c.	516 53
	4	Whaling voyage.	1	Portland	8	Assorted cargoes, partly landed	2	Logwood and salt	575 50
	3	Boston	1	Matauzas	1	Assorted merchandise	22	Inward cargoes	Not stated.
	1	Georgetown	1	Samina	19	Cargoes not landed	1	Salt	do
	1	Sagua	1	San Domingo	3	Dry goods, &c., partly landed	3	Part inward cargoes	do
	1	Cienfuegos	5	Wrecked	1	Iron, not landed	1	Sugar	do
	2	Bath	1	New Orleans	3	English goods, &c.	3	Condemned	do
	1	Jacksonville	1	Richmond	1	Sugar, &c.	3	Wrecked	do
	3	Savannah	1	Inagua	3	Lumber and laths	14	Ballast	do
	1	Galveston	1	Puerto Plata	1	Ice			
	1	Cardenas	1	Savannah	1	Sugar, (in distress)			
	1	Atlantic Ocean	1	Logwood and ice	1	Logwood			
	2	Puerto Plata	2	Laths	1	Laths			
	1	New Haven	1	Condemn'd	1	Salt			
	1	East Harbor, T. I.	1	Condemn'd & sold.	1	Oil			
	1	Returned to port	1	Jamaica	2	Whale oil			
	2	Inagua	1	Philadelphia	3	Assorted mdee, partly landed			
	1	Bangor, Me	1		1	Salt, not landed			

[illegible]

* Classes of vessels entered: 4 barks, 8 brigs, 19 schooners, 6 brigantines, 1 barkentine. Cleared: 2 barks, 8 brigs, 17 schooners, 5 brigantines, 1 barkentine. Aggregate tonnage, 5,894.

† Classes of vessels entered: 38 steamships, 9 brigantines, 45 schooners, 3 barks, 1 bark wrecked. Cleared: 38 steamships, 8 brigantines, 44 schooners, 4 barks, 1 brigantine and 1 classed and sold, 6 wrecked, 3 class not specified. Aggregate tonnage entered, 46,494.

‡ Classes of vessels entered: 3 barks, 7 brigs, 9 schooners. Cleared: 3 barks, 7 brigs, 8 schooners. Aggregate tonnage, 4,093.51.

§ Classes of vessels entered: 1 steamer, 2 barks, 1 schooner. Cleared: 1 steamer, 3 barks, 1 brig, 3 schooners. Aggregate tonnage entered, 3,705.51.

|| Korea.—Hong Kong, although a colony of Great Britain, has, for convenience, been placed among the ports of China, page 71.

GREECE.

ATHENS.

NOVEMBER 25, 1870. (Received December 22.)

On Sunday, the 13th instant, the second "Exposition Nationale," or exhibition of the National Industry of Greece, was formally inaugurated, in a building erected for the purpose, in presence of the King and Queen, the public officials, and the diplomatic body. The address was delivered by the vice-president of the association, M. Christides, minister of finance, who enlarged upon the utility of these exhibitions and the evident progress which is now manifest in all the departments of domestic industry since the exposition of eleven years since. To this address the King responded, the day following, in a letter, expressing his great satisfaction with the exposition and asserting that the true prosperity of the nation can only be assured by an incessant attention to the development of the resources of the country. It is now proposed to continue these expositions at shorter intervals, say every four years, and to connect with them, as on the present occasion, athletic sports, after the manner of the ancient Olympiads. These are to be supported from a fund left for the purpose by M. Zappas, a wealthy Greek.

Some idea of the progress of industry in Greece may be obtained from the following figures: In the London exhibition of 1851 Greece contributed articles to the value of 45,000 drachmas; in 1855, to the value of 180,000 drachmas; in 1859, 240,000 drachmas; in 1862, 250,000 drachmas; in 1867, 300,000 drachmas, and to the present national exposition articles to the value of 850,000 drachmas. These consist of live stock, agricultural produce, manufactures of wool, cotton, and silk, machinery, raw cotton, oils, wines, marbles, coals, mineral wealth, and a rather feeble, but promising, collection of fine arts. It gives me pleasure to make note of this evidence of material prosperity in Greece, and I have suggested to the government that it would be well, in view of the interest which our people take in such affairs, and especially in all that relates to the advancement of free Greece, to forward to Washington, through me, such specimens as can be easily prepared, of the marbles, minerals, cereals, and textures of this country, to be exposed to view in one of the public buildings appropriated to such purposes. The proposition was immediately accepted, and I am promised that such a collection as I have named shall be prepared after the exhibition shall have closed, to be transmitted for the purpose indicated.

The export of dried currants to the United States will doubtless increase with the reduction of the duty on this fruit, and there is reason to believe that other articles of Greek produce may find their way to our markets when brought to the attention of importers.

CHAS. K. TUCKERMAN.

PIRÆUS.

SEPTEMBER 30, 1870. (Received November 4.)

The lack of statistics at the various bureaus of the Greek government, and the untrustworthiness of the information gained by questioning various public officers at the capital, have compelled me to adopt a

somewhat unusual course in the preparation of this my "report upon the condition of Greece" for the year 1870.

I have personally visited the more important points of the Peloponnesus and the Ionian Islands, and have everywhere endeavored to gather from the residents of the place where I happened to be, an idea of the products of the quarter; of the progress or retrogression of the community; of the state of the public safety; of education, religion, &c.

The population of the Kingdom of Greece is roughly but perhaps not wrongly reckoned at 1,500,000. Of this number the Peloponnesus contains nearly two-thirds, perhaps 900,000, and in cultivation of the land, public security, education, and general enlightenment, is very far in advance of "Sterea Hellas" or Continental Greece, which is scourged with continual brigandage, and has left as yet almost undeveloped its richer natural resources. The people of the Ionian Islands, on the other hand, from their long connection with civilized nations, in their subjection for three hundred years successively to Italy, (Venice) France, and England, have acquired to a degree the ways of living of their former masters, and are undoubtedly, taken as a whole, the least violent, most orderly subjects of Greece. A thorough cultivation of the ground and considerable industry make them financially an important aid to the Greek government. Their population has to be reckoned:

Corfu	64, 359
Paxo	5, 001
St. Maura	20, 737
Ithaca	11, 926
Zante	39, 367
Cephalonia	72, 787
Cythera	14, 454
* Total	228, 631

Of course, in collecting into a report the impressions and observations which a tour of seven weeks in these two representative sections of Greece, the Peloponnesus and the Ionian Islands, has furnished me, I cannot give many statistics, but can only show the opportunities which exist and which are not improved, sketch the changing character of the land and climate, and present the short-comings of the government and the defects of the character of the people. As the traveler on his way to Athens sails around the southern part of Greece in the steamer, he sees nothing but bare, rocky hills, and his impression is that surely this is a country greatly to be pitied, "for it is altogether barren, and how can the means of subsistence be provided from these bleak rocks?" A close examination of the region, however, discloses the fact that these mountains make a kind of circle, and that within that circle, 2,000 feet above the sea, lies the rich, productive, healthful plain of Arcadia, while between the mountains and the sea, on the eastern and southern sides of the Peloponnesus, are a number of small but most fertile plains, each with a stream in the center, *e. g.*, the plains of Argos, Sparta, Messenia. The western and northern coasts of the Peloponnesus are bordered by a continued belt of rich arable land, 20 to 30 miles wide, from Cyparissia (one-third the way up the western coast) to the Isthmus of Corinth.

Nor is this all. There are valleys in the mountains where streams are found, and nothing is needed but terracing to make the best vineyards in the world. In this climate, with water and sun, wonders can be effected. Vegetation seems to require little more. In fact, all over Greece, on hills now the most barren, the explorer finds remains of old terrace-walls, and where no natural spring exists, cisterns supply the

water for irrigation. Greece is, indeed, rocky, but not on that account unproductive.

The bay and plain of Eleusis is, by land, ten miles distant from Athens. This plain has a breadth of about six miles, and a depth of fifteen to eighteen miles. The land is rich and deep. In the part more remote from the sea there are natural springs. The chief products of this beautiful, healthy plain are wheat and corn. No manure is applied to the ground, (indeed the use of fertilizers is a thing almost unknown in Greece,) and the plowing is of the most superficial kind. The plow is only a forked stick, having the point which enters the ground shod with iron. On the thin soil of Attica, immediately in the vicinity of Athens, there may be some excuse for employing such an instrument, for they say that the European plow brings up the worthless soil from underneath, besides running the risk of being broken by the large stones which lie near the surface; but in the deep, soft soil of Eleusis, nothing but stupidity and ignorance keeps out improved agricultural implements.

The steel plow, the reaping-machine, the threshing-machine, ought to replace the crooked stick, the sickle, and the unbroken colts running over the grain. The Greek farmer, however, is not progressive, and cultivates the ground after the Turkish method. An additional reason for the non-introduction of agricultural machinery is that there are few large proprietors and that labor is abundant. Notwithstanding the superficial culture of the plain of Eleusis, I have seen some of the finest wheat growing there I ever have seen.

From that plain, near the village of Mandra, last summer, a farmer was carried off by brigands. I have not heard that his release has yet been procured. The ransom demanded for him was a sum about twice as great as the amount of all his property. Such are the impediments to agriculture within twenty miles of Athens. The ancient population of Eleusis was probably 75,000. The population to-day of the whole plain does not exceed 10,000.

On the 11th of May last I arrived at Poros, distant from Athens by water about thirty-five miles. A rocky peninsula and a mountainous island inclose a strait, which widens out in the center to a beautiful bay. This bay is the naval station of the Greeks—Poros, or "the Passage." There is a strip of rich soil between the hills of the main-land and the sea, and a mountain stream for irrigation. The hills on every side furnish shelter, and this beautiful inlet is devoted to orange and lemon orchards. All the year round the lemon-trees yield their fruit, and all the year the people live in an atmosphere of the sweetest fragrance. An orchard of 250 trees will give a family a comfortable support, and the trees begin to be productive after seven years. One proprietor has a plantation of 1,000,000 trees. You can walk under their shade a distance of two miles. Close by was the ancient city of Troezen, which had a population of 50,000. The present population of Poros is about 8,000.

For several years in succession this beautifully cultivated region was kept in terror by a brigand named Luigos, lately killed by his own followers.

From Poros I passed to the island of Spezzia. The islands of Spezzia and Hydra made the greatest sacrifices and furnished the bravest soldiers in the Greek struggle for independence, 1821-'29. Hydra, with a population of 20,000, is built upon an utterly barren rock, and the natural advantages of Spezzia (population 35,000) are little superior. The large, well-built houses and the comfort of the inhabitants are due entirely to their industry and skill as seamen.

The Greeks are the best sailors in the Mediterranean. The number of Greek vessels and the amount of Greek tonnage is quite astonishing. It is said that even England, in proportion to her population, has not so many vessels in her merchant marine as Greece. The number of sailing vessels owned within the realm in 1866 was 5,501. There is a ship-building establishment at Spezzia and at Syra and at Ithaca. In fact, in general, the islanders live from the sea. I am compelled to say, however, that these figures, and the rapid advance which Greece appears to have made in this line of progress since the revolution are deceptive. Not only are the vessels of small size in great part, but since 1865 the number does not appear to increase. Steam-vessels are constantly engrossing the carrying trade of the Mediterranean, and though the Greeks have established a dozen years ago a steamboat company for navigation in their waters, and although the number of steamers has risen to ten, and extensive workshops have been established at Syra, in which the most thorough repairs can be effected by Greek workmen, so bad has been the management of the company, that not only have no new lines been established, no steamboats built by Greek capital, but the company has been a constant loss to the stockholders.

The prospect, then, for the future of the Greek merchant marine is not a bright one.

I arrived at Nauplia, the port of Argos. I made the transit from place to place by means of a sail-boat, the distances being so short. In the kingdom of Greece, with a population, as I have stated, of a million and a half, there are twenty-six regularly-constituted custom-houses.

The plain of Argos has a breadth of ten or twelve miles, and is twenty miles long. The coast line is almost a perfect semicircle and beautiful in its regularity. The river Inachus flows through the center of the plain, and in the middle of May, when I crossed it, the water came up above the belly of my horse. In another part of the plain, the *mills*, as they call it, is a marsh with an exhaustless torrent boiling out of the ground, the old Lernæan Hydra.

There was formerly a government factory for weaving cloth there, since discontinued. At present there is a small smithy and government foundry. The government, after having abandoned the water-power so abundant there, refuses the applications of private individuals for leave to start a mill.

As I passed from Nauplia toward Argos, and stopped at the ruined city of Tiryns, I visited the agricultural school founded by Capodistrias, the president of the Greek provisional government, circa 1830, the only institution of the kind in Greece, and the only sign of encouragement to agriculture by the government to be found in the realm. The appropriation to sustain it has long since been withdrawn, and the government cultivates the property, selling the products of the lands attached, which yield a handsome revenue.

The plain of Argos is, in part, devoted to the culture of grains, and in part to that of early vegetables for the market at Athens. Our best potatoes come thence. Cotton and tobacco are successfully grown there. The parts more remote from the sea, toward Mycenæ, where the plain begins to change to hilly country, serve as pasture lands, as in the time of Homer.

There is no richer land than that of this plain, and the more is the pity that the cultivation should be so rude and primitive. It is, in general, the same with that of Eleusis. The hoes which the farmers use are immense mattocks, which must unnecessarily exhaust their strength;

but if they do not use a good plow to pulverize the soil, they must have a heavy hoe to hammer it to pieces.

The present population of the plain of Argos may be about 13,000. The ruins of the ancient city point to a former population of from 50,000 to 100,000.

The people of the plain, *i. e.*, in general of Argos, have the character of peaceable, quiet citizens, but at Mycenæ, where the mountainous range that stretches toward Corinth begins, turbulence and disorder exist; brigands have confederates, it is believed, in both towns.

The two great bays which form the striking features of the topography of the southern coast of the Peloponnesus, are separated by the giant mountain range of Taygetus, never without snow at its summit. To the east of this range lies the valley of Sparta; to the west the lovely plain of Messenia. Gythion is the seaport and outlet of Sparta. Up the valley of the Eurotas you ascend a distance of forty miles. The road is the finest in Greece. It was built by competent engineers in the last years of the late King Otho's reign, and was finished circa 1862. The parched look which the whole face of the country wears in thirsty Attica and Argolis has here disappeared, and one might think himself in one of our Middle or New England States. The verdure is fresh and abundant. The trees, which are plenty, are chiefly mulberry and oak, of that species that furnishes the *valonia*, or large acorn, and in tanning leather, one of the products of Greece, yields the greatest return with the least labor.

We see large, comfortable-looking houses, on almost every hill, each with a tower, or "pyrgos," with loop-holes, that in case of family feuds the owner may retire there and watch for his enemy and shoot him, should he happen to pass near. This system of personal vengeance is common to all the southern part of the Peloponnesus, and sometimes so many families become involved in a quarrel that the ordinary current of life in the village is stopped. The government seldom interferes to stop these feuds, and never with any effect, I believe.

Sparta lies under the shadow of giant Taygetus, and the land rises around it on every side, so that it is fitly called by the ancients "Hollow Sparta." The soil is a heavy, rich mould. There is a superabundance of water caused by the melting snows from the mountain above. The neglect to carry off these standing waters leaves the people of Sparta to suffer much from fevers, and this summer the fever was typhus of a peculiarly malignant type. Many had died, and there was a panic there. Oranges and lemons are produced abundantly at Sparta. Silk-worm culture is also general. There is scarcely a house which has not at least one room devoted to the cocoons. The grape seems to be cultivated more than any other crop. A strong, red wine is produced; which supplies the neighborhood. This year the late spring and the ice had injured the vines so that little return was expected. Notice the example which Sparta affords of the variety of climate in different parts of Greece. In Athens we never (one may almost say) see snow on the ground. At Sparta, eighty miles farther south, but on a higher level and close to Taygetus, the snow lies often a foot thick for several days.

Regularly organized brigandage probably does not exist at the present time in the Peloponnesus, certainly not in the southern part, but the country is kept in almost equal insecurity by the fugitives from justice, the *φυγάδοι* or *φλυγοδίκτοι*, who, perhaps to the number of one thousand, hide in the hills and live by stealing. They do not carry off men and seek ransom for them, but they steal sheep and produce, and, stopping travelers on the road, beg money in such a way that it seems prudent to give it.

The jails all over Greece are most wretched, foul, noisome places, where it may be death for a man to stay. So tardy is justice that an accused criminal may be left in jail weeks or months before trial. When, accordingly, a man hears that a writ is to be served against him, instead of waiting and meeting the charge he often flees; or if in jail, and the trial does not come on, breaks jail and takes to the mountains. Want and distress soon drive him to crime. A price is set on his head, and then, desperate, he commits still greater crimes, perhaps becomes a brigand. Thus the laxity of administration develops crime. There is no confidence whatever in the integrity of the courts. The judges, in fact, have a salary totally inadequate to their support, and as they have been removable at the will of the changing minister of justice, there was not even care for reputation to hold them to their duty. This very month, however, by the provisions of the constitution, the judges enter upon life-tenure, and more equal justice, perhaps, may be hoped for in the future.

The rocky, sparsely settled peninsula which stretches southward from Sparta is called Maina. The mountaineers of this region were never subdued by the Turks, but had a Bey or Governor of their own electing, and paid only a nominal tribute to the Sultan. They lived during the latter centuries of Turkish rule as sailors and sea captains, and often as pirates. During the revolution they were considered the best soldiers of the Peloponnesus and were paid a regular stipend.

They have not lost their wild, savage character. They are too proud to steal, and a stranger may pass unmolested from one end of their country to the other, though he be laden with gold. Nay, should he chance to suffer anything they themselves would turn out, for the honor of the place, and punish the thief; but a hasty word, a thoughtless jest, is thought occasion for murder. One murder committed, retaliation follows, and so the feud widens and deepens, and ends only in the exhaustion of the parties. The grandfather of my host in Maina, after shooting fifteen enemies, retired to one of the monasteries of Mt. Athos.

While in this district I visited the southernmost town, Cyparissia, (close by Cape Taenarum, which the ancients reckoned the entrance to hell.) A feud, originating, it appeared, in the fact that the leader of one of the two factions into which the town is divided had begun to raise his tower (*i. e.*, the fortress tower, or pyrgos, attached to his house) to a greater height, had now gone on eleven months without serious interference of the government. The first act of hostility was the firing upon and breaking the arm of one of the workmen engaged upon the tower. To such a point had the irritation mounted, that even the women were fired upon like men by the hostile party. It was harvest time when I was there, and, in order to gather the harvest, a truce had been concluded as regarded the women, and they were working in the fields, but their husbands, one hundred and twenty men, divided into two parties, stood each in his tower with long, loaded rifle, on the watch, to shoot like a dog any one of his enemies whom he might descry exposed. On my arrival with my friends the firing ceased, out of respect to strangers, and we went around freely from house to house talking with those embittered foes, but could effect no reconciliation.

I heard, yesterday, that in another village of this same district of Maina, there was a number of the "fugitives from justice," whom I have described before, and that the mayor of the nearest large town took what few soldiers he had and a number of citizens, and went out to arrest them, but the fugitives, who, like every grown-up man in Maina, were all armed, proved to reach one hundred and fifty in number, and they

fired on the party of the law, wounded several soldiers, and drove back the mayor and his party ignominiously to their town. These things are facts.

The people of Maina are industrious. They export three products, oil, olives, and honey. The oil of Maina is the best in Greece, perfectly limpid, and in color a pale green. It is wonderful how the olive-trees grow on what seems bare rock, without trace of moisture or earth. The only preparation they make is to dig, or break a hole, three or four feet in diameter, and, perhaps, one and a half feet deep; the hole is often made in what seems little but stone, the shaly marble common in these parts. This done, they plant the slender olive-tree, and it lives and flourishes. Its roots, finding their way into minute crevices of the rocks, gain access to hidden reservoirs of water.

The plain of Messenia is the fairest spot in Greece. In the early history of the country we see how the cunning, warlike Spartans coveted those productive lands, the other side of the natural barrier of Taygetus, and after a long war, and one of the most patriotic resistances on record, succeeded in exterminating the rightful owners, and gained the territory.

This plain is about twenty-five miles long and twenty miles broad, sheltered by high mountain ranges to the north and east. It slopes gently toward the south. Perhaps the summer heat is greater there than in any other part of Greece. The variety of products is almost unlimited, and two crops may be easily gathered every year. The orange and lemon grow almost spontaneously. Millions are exported but not to other countries than Greece. There is a large river which takes its rise in a swamp full of wild growth, and easily to be redeemed. This river winds down through the plain, always having an abundant flow of water, and making of the rich, deep, dark, stoneless soil, when touched by the life-giving sun, a true hotbed. This plain is covered with rich, green mulberry-trees. The fruit, so abundant when I was there, seems to be wholly neglected. They use only the leaves as food for the silk-worms. There are four or five large silk factories established by Germans at Calamas, the seat of government of Messenia, and the largest employs about one hundred and fifty hands. The yield and quality of silk this year was much better than for three years previously, a disease having attacked the worm not only in Greece but in Turkey, and in some cases having wholly ruined the crops.

Luxuriant vines yield a strong dark wine. But the evil in Messenia which reduces almost to nothing all the great natural advantages, is the passion which drives men into political feuds. In Maina one man shoots his neighbor because of a hasty word containing a real or fancied insult to his family. In Messenia some of the party leaders in Greek politics have wrought the blinded citizens to such senseless fury that they go to the polls in the four successive days allowed for the election with their long guns, and some of them spend the whole time in shooting at each other from behind trees or walls or stones. So familiarized are they to this system of warfare, and so carefully do they keep on guard, that only two or three were killed at the election this spring.

The excitement was, however, perpetuated by the order of the ministry, on grounds of alleged fraud, that there should be new elections in several villages. In one of these villages there was a very interpecine war at the time of my visit.

If you asked these deluded people why they fought with each other so, they would only look foolish and give no answer.

Calamas, the seat of government of Messenia, is a place of 12,000 inhabitants. As no stones are found in the plains the houses are mostly

built of mud. The place sadly needs a harbor, and all that is needed is a breakwater; but the government of Greece spends no money for harbors.

Order appears to be kept in the city. The mayor is the son of one of the old Beys or chiefs of Maina, and has a strong personal influence. The policemen who walk the streets carry each a whip, as the badge and aid of their authority. Almost without exception, in southern Peloponnesus, the knife and pistol are carried in an immense, cumbrous belt.

The general law holds good in Maina and Messenia that the Messenians, with their unequaled gifts of rich earth and water, are lazy, and the Mainotes, living on their barren cliffs, are laborious.

The transit from Calamas to Pylos, a beautiful harbor on the western coast of the Peloponnesus, occupies on horseback about eight hours. After passing over a part of the Messenian plain, so rich as to be unhealthy, your route begins to wind through a very attractive and picturesque rolling country, heavily wooded. The trees are mostly oak. Occasionally you descend into a beautiful ravine and find a fresh clear stream. The larger part of this land, as also much of the plain, and considerable parts of the plain of Argos, is the property of the government. As a general fact, one may say that these government lands are unimproved, and not only that, but scandalous abuses are practiced upon them. Though Greece so sadly needs trees, and these noble oaks ought to be guarded with the most watchful care, when the wandering shepherd, a great source of damage to the country, passes by and wants to cook a lamb, he chooses for his back-log one of these magnificent trees. Many I saw thus dead or half destroyed. There can be no country in the world where the government has less apology for holding lands, instead of distributing them among the people, than in Greece. As to the amount of lands thus sequestered, the people have the loosest idea; some told me one-half of the whole Peloponnesus, others one-fourth, others one-fifth. I suppose it is not much over one-tenth. I will speak hereafter of the knowledge of the government respecting this important matter.

There are the finest sites for the erection of winter-houses along this road from Calamas to Pylos. If tranquility existed rich Greeks might come from Europe and build villas here and enjoy all winter a delicious opening spring. But confusion and disorder are the law of the land.

From Pylos, a ride of seven hours through a wild, dangerous, and rather barren country, interspersed, however, with a few good farms, brings one to Gargaliano. And here we pass the line, below which the amant, one of the peculiar and most profitable crops which Greece produces, will not grow. Henceforward, everywhere is seen carefully cultivated vineyards of this species of grape. Gargaliano is built on a hill two miles from the sea, and half an hour's walk from the plain below, green with currant vines. Many towns on the sea-coast of Greece are built on high hills when they exist, and one asks the reason why the inhabitants have chosen sites so ineligible, so far from the place of their work. The reason is that up to 1830 the coasts of Greece suffered from pirates, and it was not safe to be near the sea. Two hours from Gargaliano, proceeding directly north, is Figliatra, a large rich town. In this part of Greece the Turks did not cut down the olive-trees during the revolution, and the olive groves, extending for miles on either side of the road, are magnificent. Some of the trees are said to be 300 years old.

At the epoch of my visit this town, in common with most of the other

towns on the western coast of the Peloponnesus, was suffering from that terrible disease meningitis. This disorder appeared in Greece for the first time during the Cretan revolt of 1867, and seems to be utterly uncontrollable by physicians. It attacks persons of all ages, and is almost always fatal. Should the patient escape death he is usually left blind or deaf, or with mind disordered. The course of the disease is usually rapid, only two or three days, though sometimes the patient lies in a state of unconsciousness for weeks.

Two or three persons were attacked at Figliatra the night that I was there. The streets and market-place were full of the townspeople, anxious, frightened. The men were of large stature and of quiet manners. Almost every one has his currant patch, and very few are poor. It is singular that this part of the Peloponnesus, where the ground is level, where every inch of it is thoroughly cultivated, where the people are industrious and orderly, should have suffered much from brigandage. Six or seven years ago, from this very village of Figliatra, a young man, a cook in a restaurant, and hence called in the Greek *mágeiras*, being insulted one day and struck by some one in the restaurant, drew his knife; killed the man, fled, and became a brigand. For six years the government allowed him to keep in terror, him and his six followers, that peaceful region, those quiet farmers. During this time he captured a Greek minister of finance, and pursuit was suspended and a heavy ransom paid for his redemption. Little more than a year ago he captured the overseer of a large farm forty miles farther north, and after keeping him three months released him on payment of about \$5,000. Last summer, at the epoch of my visit, the government, goaded to earnest pursuit, captured and beheaded him, and ten days ago his chief confederate, Koukoumbas, was captured in northern Greece.

My journey continued north through the same level, arable country, my eyes gladdened everywhere by the sight of the most thorough cultivation until I arrived at Pyrgos. On my way thither, and at two hours' remove, I forded the river Alpheius and rode over the plain of Olympia. In ancient times, when all the world gathered to witness the games celebrated here every four years, we are told that the Alpheius was navigable up to this point. Now its mouth is a marsh, and its waters change their bed yearly. This river, however, brings down each spring rich alluvial deposits, and leaves them on the plain, and I saw there a crop of wheat that would rival any which our country produces. The beauty of this small plain is very great. It is surrounded by low hills, furrowed by pretty valleys, and covered by abundant pine forests. The silently-flowing river, a rare thing in Greece, the distant mountains of Arcadia, and the rugged peaks to the northeast of Calabryta, furnish the needed contrast to the peaceful scene around.

Pyrgos is an active, progressive place. The population is, perhaps, 13,000. The revenues are large from the great yield of currants, and a part of them has been applied to internal improvements. A fine aqueduct brings an abundant supply of good water. There are ten or twelve public fountains which, by their plentiful flow of water, cool the air. The streets are well laid out and clean. A good carriage-road has been built from the town to the port Katakolo, a distance of eight miles, and wherever there are chasms or beds of winter torrents, the road passes over substantial stone bridges. Another road has been begun, and is said to be two-thirds finished, from Pyrgos to Patrass, a distance of eighteen hours. All these things are due largely to the mayor, a man of property, who, instead of seeking his office as an opportunity for plunder, gives back his salary each year to the public fund. From such

examples, something may be hoped. The spirit of progress roused in one town may infect others. The population of Pyrgos has increased because the place has been made so much more desirable to live in. In time, other neighboring towns may see the policy of internal improvements.

The northern coast of the Peloponnesus, bordering the gulf of Corinth, does not differ in the character of the soil from the western coast. It is almost wholly devoted to currant culture. At the isthmus, the area within which the currant succeeds, abruptly terminates. The plant will not make fruit in Attica.

Having now made the circuit of the Peloponnesus, I pass to the Ionian Islands. I shall speak of but three. Cythera is almost a barren rock. Santa Maura has not recovered from the earthquake which entirely destroyed its capital last winter. Corfu, though the largest, is more Italian than Greek in its character, and Paxo is a rock which produces only olives and oil.

Zante has always been famous for its verdure and beauty. The capital is a well-built Italian-looking city of 20,000 inhabitants. The Zantiotes have many traits common with the Italians, and bear evidence in their faces of admixture of Italian blood. Among other common national characteristics may be named their love for and skill in music. The Greeks have no musical aptitude whatever. Their singing is ear-piercing. But at Zante one hears the soft Italian notes, and music is a national pastime. A narrow mountain ridge incloses the central plain of Zante, and nearly the whole island is available for cultivation. The currant is the staple crop, although a vast quantity of olives and oil are also produced, also a large variety of garden vegetables is raised, for, as a general thing, the standard of living is higher and the wants more numerous than in the continent of Greece. Zante is famous for its beautiful flower gardens—for its roses. It is a fair, fruitful island. I was told that it yielded to the Greek government a larger revenue than any of the other Ionian Islands. The Zantiotes bear the reputation of acuteness, but of faithlessness, untrustworthiness.

The great rocky island of Cephalonia presents a strong contrast to Zante. It has not the polished society of the capital of the former island nor the fertility. It is an immense rock, but everywhere some attempt is made at cultivation. The fine roads, which were built thirty years ago under English direction and by English engineers, in the face of the greatest natural difficulties, are an immense advantage to the island. The chief product is the olive. The trees are carefully tended and flourish. The currant is cultivated to a limited extent. The scourge of the island is the earthquakes, which have again and again laid all the houses in ruins. The last occurred three years ago, but the damage is almost entirely repaired and the houses stand on the same site waiting another downfall. One can see the effect of this constant apprehension and uncertainty in the faces of the people of Cephalonia. They are a people whose eyes are cast down, sober, and the most superstitious of all the islanders.

Ithaca.—The population of this island, the center of the kingdom of Ulysses, is one of the best communities in Greece. The characteristics of the Ithacans are eagerness for learning, temperance, industry, and love for fatherland. The island being very rugged, cannot support its inhabitants, and very many find lucrative employment as wheat merchants at the mouth of the Danube. About one hundred and fifty vessels are owned in the island, and the captains carry freights for their fellow-countrymen the merchants, the voyages being usually to England or

France. As the vessels are home-built, where labor is the cheapest, their cost is not much more than half that of a vessel of the same tonnage constructed in France or England. The wages of the crew and the expense of feeding them are also less. Hence it has followed that Greek captains have made most successful and profitable voyages, and generally have grown rich. No sooner has the captain amassed a comfortable fortune than he returns to his fatherland, builds a house, (the houses and general cleanliness of the Ithacans in their manner of living, even of the poor, are unapproached elsewhere in Greece, so far as my observation goes,) gives dowries to his sisters and settles them in marriage, and lives in a contented, happy way the remnant of his life.

For forty years there has not been a case of prosecution for murder in Ithaca. The Ithacans regard the people of continental Greece as barbarians; and no wonder, for shortly after the annexation of the Ionian Islands to Greece, the quiet of the community was rudely disturbed by the occupation of a desert island a little way off, and the sally out from thence of a noted robber, who, coming in a boat to Ithaca, surprised a citizen at his house door, unarmed of course, and by threat of death if he resisted or made outcry, carried him away and obtained a heavy ransom for his release.

The products of the cultivable land of Ithaca are, in general, those of Zante and Cephalonia. Currants, however, do not succeed well there, the island appearing to approach the northern boundary of the currant area. A very fine light-red wine is made from selected grapes.

* * * * *

A list of some of the chief, among the eighty-three, articles enumerated as exports of Greece.

Valonia; salt; coal; lime; cotton; dyestuffs, (saffron, vermilion, madder, sumac, bark, fustic wood;) potatoes; wheat; rye; olives; olive oil; volcanic earth from Santorin for making a hydraulic cement; tobacco; cocoons; flax; wool; honey; silk; lead; naphtha; wood; lemons; oranges; currants; earthenware; wine; sesame; emery; sponges.

N. B.—The point to be remarked by one who examines this list is the wide range of climate which so great a variety of products indicates.

ROBERT P. KEEP.

PATRAS.

Table of currants shipped from the port of Patras to September 30, 1870.

Date.	Flag.	Name.	Destination.	Quantity.
1870.				<i>Pounds.</i>
Aug. 15	English steamship	Morna	London	924, 243
15	do.	Fitz James	do	879, 294
16	do.	Bulgarian	Liverpool	768, 537
17	do.	Agia Sofia	do	754, 522
20	do.	Sprite	London	1, 448, 265
20	do.	Latona	do	594, 839
24	do.	Meteor	Liverpool	1, 208, 179
25	do.	Dido	do	244, 486
26	do.	Fitz Maurice	London	874, 948
29	do.	Venetia	do	648, 963
30	do.	Dalmatian	Liverpool	1, 072, 554
30	do.	Statira	London	1, 570, 433
Sept. 1	do.	Princess	do	574, 500
4	do.	Oriana	do	619, 923
5	do.	Garrison	do	439, 094
6	do.	Teosdale	Liverpool	263, 300
6	do.	Jason	Amsterdam	664, 155
9	Dutch steamship	Marbella	London	1, 350, 544
10	English steamship	Morocco	Liverpool	1, 264, 265
10	do.	Bavarian	do	877, 224
10	English schooner	Santivy	Truro	802, 612
13	English steamship	Beckton	London	1, 323, 181
15	do.	Ann	do	1, 417, 906
16	do.	Grecian	Liverpool	526, 851
18	do.	Coreyra	London	833, 438
18	do.	Cornina	do	963, 529
20	do.	Northumbria	do	1, 437, 218
22	do.	Illyrian	Liverpool	109, 635
23	do.	Citadel	London	600, 357
24	English schooner	Girl of the Period	Hayle	355, 441
24	do.	U. S. C.	do	351, 575
25	do.	Restless	London	457, 010
25	English steamship	Alexandra	do	1, 204, 192
25	do.	Olympus	Liverpool	2, 244, 313
	Total			*29, 874, 897

* Or 14,006 tons.

E. HANCOCK.

HAWAIIAN ISLANDS.

STATISTICS OF IMPORTS.

*Comparative statement of import values, 1869 and 1870.**

	1869.	1870.	Increase, 1870.	Decrease, 1870.
Value of goods imported at Honolulu paying duties.	\$1,202,254 67	\$1,269,504 95	\$67,340 28	.....
Value of goods and spirits imported at Honolulu bonded.	579,384 85	428,260 74	.....	\$151,124 11
Value of goods imported at Honolulu free.	248,878 40	221,153 88	.....	27,724 52
Value of goods imported at Hilo paying duties	511 84	2,460 12	1,948 18	.....
Value of goods imported at Hilo bonded	9,180 01	7,607 42	.....	1,572 59
Value of goods imported at Hilo free	731 23	507 29	.....	223 94
Value of goods imported at Lahaina paying duties.	.....	49 00	49 00	.....
Value of goods imported at Koloa paying duties	87 00	.....	.....	87 00
Value of goods imported at Koloa free.	40 00	364 77	324 77	.....
Value of goods imported at Kealahou free.	.....	29 25	29 25	.....
Totals	2,041,068 10	1,930,227 42	.....	110,840 68

FOREIGN IMPORTS.

Table exhibiting the fluctuations in value of the leading imports for three years.

Articles.	1868.	1869.	1870.
Ale, porter, beer, &c	\$38,073 70	\$20,246 10	\$20,563 11
Animals and birds.	275 00	1,030 85	139 80
Building materials	25,975 98	23,094 24	25,735 59
Clothing, hats, boots, &c	231,460 86	181,537 83	190,990 16
Crockery and glassware	10,949 25	21,140 98	21,385 99
Drugs	16,372 00	17,703 83	16,486 47
Dry goods—Cottons	236,932 12	234,617 42	145,103 67
Linen	15,173 12	17,345 77	13,961 18
Silks	15,332 37	13,170 03	10,287 46
Woolens	68,371 73	53,619 13	27,615 96
Mixtures	.....	.....	44,935 23
Fancy goods, millinery, &c	58,770 50	67,943 22	50,900 00
Fish, (dry and salt)	23,025 69	2,903 08	39,463 15
Flour	58,242 15	39,764 22	59,950 43
Fruits, (fresh)	2,319 18	4,643 76	2,207 65
Furniture	33,080 56	25,836 24	33,004 69
Furs and ivory	20,240 11	11,852 11	3,066 15
Grain and feed	9,448 23	80,448 51	16,242 82
Groceries and provisions	142,821 83	135,827 50	138,592 61
Hardware, agricultural implements, tools, &c	110,246 62	107,096 62	83,229 44
Iron and steel	5,660 43	6,349 36	26,417 99
Jewelry, plate, clocks	11,930 20	16,499 68	27,329 60
Lumber	53,068 29	69,753 12	77,948 71
Machinery	5,547 62	20,379 45	18,680 88
Naval stores	72,448 21	62,400 27	95,664 16
Oils, (whale, kerosene, cocoa-nut, &c)	200,100 52	170,853 15	63,114 54
Opium	8,089 74	15,556 45	7,049 67
Perfumery, toilet articles	6,104 48	5,424 70	5,14 86
Paints and paint oils	24,850 15	8,844 86	14,294 25
Saddlery, carriages, &c	28,752 59	40,430 53	25,161 22
Shooks, containers	78,964 80	102,244 38	99,099 88
Spirits	35,907 23	33,870 98	45,374 61
Stationery, books, &c	21,213 40	28,477 36	25,248 31
Tea	9,237 53	4,233 68	5,440 04
Tin, tinware	3,659 60	3,731 20	2,188 58
Tobacco, cigars	16,645 14	23,605 68	32,771 16
Whalebone	64,739 11	77,154 44	78,158 65
Wines, (light)	12,130 60	15,801 46	12,419 07

* The tabular statements on this page and on pages 25 to 63 inclusive are derived from the Hawaiian custom-house report furnished by Mr. Henry A. Pierce, minister to the Hawaiian Islands.

Value of imports at Honolulu paying duty and bonded, 1870, from—

United States—Pacific side	\$874,541 34
United States—Atlantic side	179,219 14
Great Britain	189,033 08
North German Confederation	170,360 06
China	37,117 06
Japan	1,067 64
British Columbia	43,610 15
Australia and New Zealand	15,512 24
Sea by whalers	165,500 26
Tahiti	5,978 25
Russian Possessions	4,668 24
Mexico	5,486 38
Islands of the Pacific	6,121 85

Free imports at Honolulu, 1870.

Animals and birds	\$957 47
Bags and containers returned	366 50
Books printed in Hawaiian	4,128 25
Coals	24,081 58
Property of diplomatic representatives	1,446 26
Foreign navies	529 89
Foreign whalers	5,735 77
Hawaiian whalers	140,917 54
Hawaiian government	22,884 67
His Majesty	5,176 47
Iron, plate and pig	5,507 73
Personal and household effects, old and in use	2,279 52
Plants and seeds	185 02
Sheathing metal	5,534 68
Specie	\$53,399 00
Sundries by permission	800 00
Tanning materials	327 53
Tools of trade in use	295 00
	221,153 88
Value imported free at Hilo	\$507 29
Value imported free at Kealakeakua	29 25
Value imported free at Koloa	364 77
	901 31
	222,055 19

STATISTICS OF EXPORTS.

Comparative table of export value for three years.

	1868.	1869.	1870.
Domestic exports	\$1,347,469 26	\$1,639,091 59	\$1,403,025 06
Domestic supplies	109,800 00	104,200 00	111,400 00
Foreign goods	447,946 37	623,067 24	630,517 56
Total exports	1,898,215 63	2,366,358 83	2,144,942 62

Exports of domestic produce, port of Honolulu, 1870.

Sugar, pounds	18,783,639
Molasses, gallons	216,662
Paddy, pounds	535,453
Rice, pounds	152,068
Coffee, pounds	415,111
Salt, tons	2,513½
Fungus, pounds	41,968
Poi, barrels	545
Bananas, bunches	4,007

Beef, barrels	939
Goat-skins, pieces	67,463
Hides, pieces	13,095
Tallow, pounds	90,388
Pulu, pounds	233,803
Wool, pounds	234,696
Whale oil, gallons	134,167
Sperm oil, gallons	3,654
Whalebone, pounds	101,101
Peanuts, pounds	46,014
Cotton, pounds	7,596
Calf-skins, packages, 36, and pieces	207
Sheep-skins, packages, 152, and pieces	2,293
Walrus hides, pieces	152
Horns and bones, pounds	2,538
Ivory, pounds	12,718
Slush barrels	9
Furniture, cases	1
Hay, tons	9
Grass sod, boxes	27
Horses	2
Mules	4
Cattle	66
Sheep	216
Oranges, boxes, 6, and number	3,000
Limes, boxes, 2, and number	33,500
Cocoa-nuts	15,242
Arrow-root, pounds	3,010
Tapioca, pounds	7,082
Ginger, packages	5,793
Tamarinds, kegs	27
Tomatoes, cases	1
Sugar-cane, cases	6
Farina, pounds	14
Potatoes, barrels	37
Shark fins, boxes	5
Goldfish	500
Preserves, cases	5
Sandal wood, packages	2
Curiosities, packages	3

Table of principal domestic produce for 1870, showing the country to which it is exported.

Countries.	Sugar.	Molasses.	Paddy.	Rice.	Coffee.	Fungus.	Salt.	Cotton.	Pol.	Beef.	Goat-skins.
United States—Pacific ports.....	Pounds. 14,512,966	Gallons. 35,385	Pounds. 298,121	Pounds. 78,320	Pounds. 249,396	Pounds. 1,751	Tons. 1,750½	Pounds. 7,596	Barrels.	Barrels.	Pieces
Atlantic ports.....	44,745	94,003	.....	.....	6,395	.....	.....	.....	.....	.....	16,085
North German ports.....	308,396	38,160	.....	9,311	46,316	.....	.....	.....	.....	.....	51,378
British Columbia.....	1,090,070	46,937	.....	.....	8,795	.....	205½	.....	.....	70	.....
New Zealand.....	2,838,698	4,390	297,139	12,987	104,409	.....	10½	.....	.....	.....	.....
Great Britain.....	52,453	68,209	.....	.....	.....	40,217	86	.....	.....	510	.....
China and Japan.....	1,225	150	76	26,900	.....	.....	.....	.....	599	325	.....
Guano Islands.....	1,493	288	117	22,550	100	.....	371½	.....	16	34	.....
All other ports and sea stores.....	4,652	.....	.....	.....	.....	41,968	2,513½	7,596	545	939	67,463
Total.....	18,783,639	216,662	565,453	128,068	415,111	.....	.....	.....	.....	.....	.....

Countries.	Hides.	Tallow.	Pulu.	Wool.	Whale oil.	Sperm oil.	Whalebone.	Peanuts.	Bananas.	Oranges.	Limes.
United States—Pacific ports.....	Pieces. 8,767	Pounds. 23,408	Pounds. 115,513	Pounds. 50,477	Gallons. 3,912	Gallons. 3,654	Pounds. 10,737	Pounds. 42,731	Bunches. 3,937	6 bxs. & 3,000	2 bxs. & 33,500
Atlantic ports.....	2,325	26,969	.....	126,074	4,462	.....	50	.....	.....	.....	.....
North German ports.....	2,003	40,011	150	58,145	125,783	.....	90,364	.....	.....	.....	.....
British Columbia.....	.....	.....	11,476	.....	.....	.....	.....	.....	50	.....	.....
New Zealand.....	.....	.....	105,964	.....	.....	.....	.....	3,223	.....	.....	.....
Great Britain.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
China and Japan.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Guano Islands.....	.....	.....	700	.....	.....	.....	.....	.....	.....	.....	.....
All other ports and sea stores.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	13,045	90,388	223,803	234,696	134,167	3,654	101,101	46,014	4,007	6 bxs. & 3,000	2 bxs. & 33,500

Statement of the principal articles of domestic produce exported from the Hawaiian Islands.

REVIEW FOR TEN YEARS.

Articles.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1869.	1870.
Sugar..... lbs.	9,562,498	3,005,603	5,992,191	10,414,441	15,318,097	17,729,161	17,127,187	18,312,926	18,202,110	18,783,639
Molasses.....	2,198,259	130,445	114,413	340,436	542,819	851,795	554,994	492,839	338,311	216,692
Rice.....		111,006	193,451	319,835	154,257	435,367	441,750	40,450	48,830	152,068
Paddy.....		812,176	598,201	105,320			572,099	862,954	1,568,959	535,453
Coffee..... lbs.	45,366	146,463	133,171	50,063	310,799	93,692	127,546	78,373	340,841	415,111
Fungus.....	278,330	301,417	279,158	368,835	223,979	190,739	167,668	76,781	85,215	41,968
Salt.....		598	656	729	1201	739	107	5401	1,1521	2,5134
Gelatins.....	21,945	53,076	43,646	38,333	54,983	76,115	51,889	57,670	62,736	67,483
Hides.....	7,463	15,461	16,386	12,049	8,849	8,331	11,907	11,144	12,803	13,095
Tallow.....	253,100	242,943	292,640	189,700	186,400	159,731	60,930	109,504	15,837	90,368
Pulu.....	530,835	738,064	465,061	643,437	221,206	213,026	203,958	342,892	622,998	231,803
Wool.....	119,927	40,366	233,163	196,677	144,085	73,131	409,471	258,914	218,752	234,696
Cotton.....			3,192	2,518	111,740	92,989	13,519	8,413	5,411	7,596
Whale oil.....	188,546	57,381	137,855	123,023	111,481	46,914	70,646	41,585	153,735	134,167
Sperm oil.....	6,794	11,392	3,696	2,260	9,260	44,968	15,077	15,077	8,971	3,654
Whalebone..... lbs.	27,003	2,716	37,872	45,492	33,716	56,840	48,444	11,960	89,842	101,101

Arrivals of merchant vessels at Honolulu.

Flag.	Pacific ports United States.		Atlantic ports United States.		Victoria, British Columbia.		North German ports.		Great Britain.		Guano Islands.		China and Japan.		Micronesia and Islands in Pacific.		Tahiti.		Russia and Russian Possessions.		South American ports.		Australia and New Zealand.		Sea, in distress.		Total.			
	No.	T.	No.	T.	No.	T.	No.	T.	No.	T.	No.	T.	No.	T.	No.	T.	No.	T.	No.	T.	No.	T.	No.	T.	No.	T.	No.	T.		
American	69	45,929	4	2,168	2	362	3	1,659	3	985	3	318	2	1,697	6	3,904	95	54,030	14	3,902	1	276	1	936	1	280	1	3,204	14	3,902
Hawaiian	1	250	1	586			5	863	1	946	2	347	2	719	2	8,539	31	17,848	3	2,550	1	533								
North German	3	1,706					3	1,659	1	946	2	347	2	719	2	8,539	31	17,848	3	2,550	1	533								
British	2	1,666			7	1,265	3	1,157	3	1,157	3	550	3	550																
San Salvador																														
Portugal																														
Totals	75	48,933	5	2,754	9	1,647	3	1,659	4	1,405	7	1,128	19	9,890	5	529	4	520	3	2,554	6	4,381	19	12,041	3	2,271	153	80,662		

Departures of merchant vessels from Honolulu.

Flag.	Pacific ports United States.		Atlantic ports United States.		Victoria, British Columbia.		North German ports.		Great Britain.		Guano Islands.		China and Japan.		Micronesia & Islands in Pacific.		Tahiti.		Russia and Russian Possessions.		South Amer. ports.		Australia and New Zealand.		Mauritius.		Cod-fishing voyage.		Total.		
	No.	T.	No.	T.	No.	T.	No.	T.	No.	T.	No.	T.	No.	T.	No.	T.	No.	T.	No.	T.	No.	T.	No.	T.	No.	T.	No.	T.	No.	T.	
American	50	20,990	4	2,815	2	827	3	2,525	9	3,541	1	660	2	1,324	1	109	4	746	96	60,424											
Hawaiian			1	586			3	573	3	646	3	149			1	387			14	3,761											
North German						1	557	1	298	3	1,137								30	17,380											
British	3	1,873			6	1,098	6	4,868	1	818	2	381	2	897	9	7,466			30	17,380											
San Salvador													3	2,550																	
Portugal																															
Totals	53	31,863	5	3,401	8	1,925	1	557	5	3,396	33	21,749	13	10,336	6	1,390	4	631	1	1,137	7	4,771	11	8,022	1	279	4	746	132	90,195	

Comparative view of the commerce of the Hawaiian Islands for twenty years.

Year.	Total im- ports.	Total exp'ts and supplies.	Domestic pro- duce exported.	Foreign mer- chandise re- exported.	Total cus- tom-house receipts.	OIL AND BONE TRANSHIPED.			Number of na- tional vessels.	MERCHANT VESSELS.		No. entries— whalers.*	Spirits con- sumed.
						Sporm.	Whale.	Bone.		Number.	Tonnage.		
1870.	\$1,930,227 42	\$2,144,942 62	\$1,403,025 06	\$630,517 56	\$223,215 75	Gallons. 105,234	Gallons. 1,443,809	Pounds. 632,905	16	159	91,248	114	19,948
1880.	2,366,358 83	2,366,358 83	1,638,091 59	623,067 24	215,798 42	157,690	1,698,189	627,770	7	127	75,656	102	17,016
1890.	1,935,790 72	1,898,215 63	1,340,460 26	447,946 37	210,076 30	106,778	1,774,913	596,043	9	113	54,833	153	16,030
1897.	1,957,410 17	1,709,661 87	1,205,622 02	355,539 85	220,599 91	103,215	1,821,929	405,140	9	134	60,268	243	15,144
1898.	1,963,821 56	1,934,576 76	1,396,621 61	426,755 15	215,047 06	103,957	1,204,275	211,178	5	151	62,142	229	13,135
1899.	1,946,265 88	1,808,227 55	1,430,211 82	287,045 73	192,566 63	42,941	1,578,563	337,394	7	151	67,068	180	11,745
1894.	1,712,241 61	1,662,181 49	1,113,328 81	548,852 66	159,116 72	33,800	608,502	339,331	9	116	75,339	140	10,237
1893.	1,175,493 25	1,025,852 74	744,413 54	281,439 20	122,752 68	56,687	675,344	337,043	7	88	42,330	102	7,862
1892.	996,239 67	838,424 61	586,472 81	251,892 74	107,490 42	12,522	460,407	193,920	7	113	48,687	73	8,940
1891.	761,109 57	659,774 72	476,672 74	182,901 98	100,115 56	20,435	795,968	527,910	7	94	45,902	190	9,676
1890.	1,227,749 05	807,459 20	480,526 54	326,932 66	117,302 57	47,839	782,086	572,900	10	117	41,226	225	14,285
1889.	1,555,558 74	931,329 27	628,575 21	302,754 06	132,128 37	156,360	1,147,120	1,147,120	5	139	59,241	549	14,568
1888.	1,089,660 60	767,092 08	529,966 11	237,115 97	116,138 23	222,464	2,551,382	1,614,710	10	115	45,875	586	14,637
1887.	1,130,165 41	645,526 10	423,303 91	222,222 91	140,777 03	176,306	2,018,027	1,295,925	10	82	26,817	387	16,144
1886.	1,151,422 99	670,824 67	466,278 79	204,545 88	123,171 75	121,204	1,641,579	1,074,942	9	123	42,213	366	14,779
1885.	1,363,169 87	572,601 49	274,741 67	297,859 82	158,411 90	109,308	1,436,810	872,954	13	154	51,304	468	18,318
1884.	1,590,537 71	565,122 67	274,029 70	311,092 97	152,125 58	156,484	1,693,922	1,470,678	16	135	47,268	525	17,537
1883.	1,401,975 86	472,996 83	281,099 17	191,307 66	155,630 17	175,396	3,787,348	2,020,264	7	211	59,451	535	18,123
1882.	759,868 54	638,395 20	257,251 69	381,142 51	113,001 83	173,490	1,182,738	3,159,951	3	245	61,065	519	14,150
1881.	1,523,321 88	691,231 49	309,528 94	381,402 55	160,692 19	104,362	1,909,379	901,604	7	446	87,920	220	9,500

*The figures in this column give the total arrivals of whalers at various ports, some of the vessels entering two or more ports during the year.

Navigation and commerce of the United States with the Hawaiian Islands for the year 1870.

PORTS.	VESSELS.			CARGOES.						
	ENTERED.		CLEARED.	INWARD.		OUTWARD.				
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.			
HILO.	3	New Bedford	6	Cruise	4	Stores and whaling craft.				
	1	Edgartown	1	Honolulu	2	Sperm and whale oil	\$5,205 00	5	Ships' stores	
	1	Coast California.	1		1	Lumber	2,387 00	2	Sperm and whale oil	
	1	Cruise							\$5,205 00	
	1	San Francisco								
	7		7		7		7,602 00	7		5,205 00
HONOLULU.	50	San Francisco	2	Puget Sound.	44	General merchandise	1,175,976 53	33	Same as inward; (put in for supplies, orders, repairs, &c.)	162,475 46
	1	Hong Kong	65	Whaling cruise	63	Oil and bone	1,082,682 84			
	1	Portland	14	New Bedford	15	Lumber, salmon, &c	70,773 70	47	Hawaiian produce	1,094,039 90
	1	Humboldt Bay	35	San Francisco	20	Coal	116,876 04	13	Ballast	
	1	Rainier, Oregon	6	Baker's Island	1	Wheat	66,000 00	6	Whaling gear	
	2	Boston	3	Liverpool	12	Ballast	Not stated.	14	Oil, bone, &c.	898,456 61
	3	New Bedford	5	Hong Kong	1	Dyewoods	do	42	Whaling stores, (to trade)	2,719 63
	3	Sidney	2	Tahiti	1	Whaling gear	do	3	Salt, (385 tons)	2,580 00
	3	Port Townsend	6	Portland	1	Flour	do	1	Lumber, &c	Not stated.
	1	New London	1	Shanghai	1	Salt, (85 tons)	680 00			
	2	Newcastle, New South Wales.	2	Teekapalet						
	2	South Wales.	4	Port Townsend						
	4	Astoria	1	Melbourne						
	1	Tahiti	4	Phoenix Island						
	3	Victoria	1	Howland Island						
	1	Coquimbo	1	Cork, for orders						
	1	Baltimore	1	Callao						
1	Manzanillo	4	Fisheries							
1	Yokohama	1	Enderberries							
1	Puget Sound	1	Victoria							

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*Classes of vessels entered: 6 barks, 1 ship. Cleared: 6 barks, 1 ship. Aggregate tonnage, 2,403.

†Classes of vessels entered: 44 ships, 12 steamers, 86 barks, 2 brigantines, 14 schooners, 1 brig. Cleared: 45 ships, 11 steamers, 86 barks, 2 brigantines, 14 schooners, 1 brig. Aggregate tonnage, 65,093.31.

Navigation and commerce of the United States with the Hawaiian Islands for the year 1870—Continued.

PORTS.	VESSELS.				CARGOES.			
	ENTERED.		CLEARED.		INWARD.		OUTWARD.	
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.
HONOLULU—Cont'd. Year ending September 30.*	2	Hilo.....						
	1	Camden Island.....						
	2	Taupo.....						
	1	Pahoa.....						
	72	Whaling cruise.....						
	159		159		159		\$2,512,989 11	159
								\$2,088,291 60

*Classes of vessels entered: 44 ships, 12 steamers, 86 barks, 2 brigantines, 14 schooners, 1 brig. Cleared: 45 ships, 11 steamers, 86 barks, 2 brigantines, 14 schooners, 1 brig. Aggregate tonnage, 63,083.31.

HAYTI.

Navigation and commerce of the United States with Hayti for the year 1870.

HAYTI.

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PORTS.	VESSELS.				CARGOES.				
	ENTERED.		CLEARED.		INWARD.		OUTWARD.		
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	Description.	Value.
AUX CAÏEN.	1	Jamaica.....	6	New York.....	1	Dry-goods.....	Not stated.	Coffee and logwood.....	\$14,054 00
	1	Port au Prince.....	1	Kingston.....	2	No cargo.....		No cargo.....	
	1	Aquila.....	1	Aquila.....	3	General cargo.....	\$48,494 22	Coffee.....	39,322 00
	5	New York.....	1	Isthmus.....	1	Lumber.....	3,200 00	Coffee, logwood, cotton seed.....	15,983 14
	1	Wilmington.....						Ballast.....	2,430 00
	9		9				51,684 22	Logwood.....	71,595 14
CAPE HAYTIEN.	4	New York.....	4	New York.....	8	Provisions.....	38,614 00	Coffee.....	6,736 00
	1	Jacksonville, Fla.....	1	Sold.....	1	Lumber.....	Not stated.	Logwood.....	1,366 00
	5	Boston.....	5	Boston.....	1	Coal for United States Navy.....		Ballast.....	
	1	Philadelphia.....	1	Maqua.....	1	General cargo.....	Not stated.	Peppers.....	112 00
								Cocoa.....	675 00
CORONAÏEN.	11		11					Coffee, logwood, &c.....	4,150 00
								Logwood and mahogany.....	810 00
								Coffee, cocoa, &c.....	3,746 00
								Not reported.....	
								do.....	
Six months ending June 30.†	5	Boston.....	5	Boston.....	11	Provisions and lumber.....	104,852 11	Coffee, cotton, logwood.....	\$9,405,500
	6	New York.....	6	New York.....	1	Ballast.....		Ballast.....	

* Classes of vessels entered and cleared: 1 steamer, 1 sloop, 7 schooners. Aggregate tonnage, 1,622.
† Classes of vessels entered: 4 steamers, 6 schooners, 1 bark. Cleared: 4 steamers, 5 schooners, 1 bark. 1 not reported. Aggregate tonnage, 3,314.
‡ Classes of vessels entered: 6 schooners, 1 steamer, 1 brig, 5 not reported. Cleared: 6 schooners, 1 steamer, 1 brig, 5 not reported. Aggregate tonnage, 753 tons.
§ Haytian currency. Average, \$6 75 American rate.

Navigation and commerce of the United States with Hayti, for the year 1870—Continued.

PORT.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.
GONAVES—Cont'd. Six months ending June 30.*	2	Port au Prince..	1	Baracos'.....	1	Haytian produce.....	Not stated.			
			1	Monte Christi.....						
	13		13		13	American coin..	\$104,852	13		\$9,405,500

* Classes of vessels entered: 6 schooners, 1 steamer, 1 brig, 5 not reported. Cleared: 6 schooners, 1 steamer, 1 brig, 5 not reported. Aggregate tonnage, 752.

HONDURAS.

HONDURAS.

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Navigation and commerce of the United States with Honduras for the year 1870.

PORT.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.		OUTWARD.		Description.	Value.
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	No. of vessels.	Description.		
OMOA. Quarter ending Decem- ber 31, 1869.*	1	Boston.....	1	Boston.....	1	Lumber and provisions	\$3,553 90	1	Hides, sarsaparilla, deer-skins, hide-cuttings, india-rubber, turtle-shell.	\$6,462 92

* Classes of vessels entered: 1 brig. Cleared: 1 brig. Aggregate tonnage, 212.32.

ITALY.

FLORENCE.

*Statement showing the description and value of the declared exports from Florence to the United States during the year ending September 30, 1870.**

	<i>Lire.</i>
Alabasters	6,070 00
Bronzes	3,200 00
Crude amianthus	360 00
Files	842 00
Furniture, carriages, household articles, &c	231,180 00
Marble statuary, busts, columns, monuments, pedestals, &c	275,286 00
Mosaics, mosaic table-tops, gilt stands, &c	27,280 00
Paintings, photographs, frames, &c	240,315 50
Straw goods	2,241,606 96
Sundry articles	3,130 00
Sirup	200 00
Terra cotta	712 00
Venetian glasses	250 00
Wearing apparel and books	600 00
Wine and oil	2,817 20
Total	3,033,849 66

GENOA.

Statement showing the commerce of this port for the year 1869.

IMPORTS.

Description.	Quantity.	Value.
		<i>Francs.</i>
Cocoa	kilograms. 400,333	720,600
Coffee	do. 4,935,200	7,402,800
Chemicals	do. 7,461,588	7,470,253
Cheese	do. 730,711	1,451,422
Cattle .....	.....	7,500
Cotton, raw	kilocr ms. 8,252,700	16,505,400
Cotton thread	do. 1,523,700	7,621,370
Cotton goods .....	.....	19,656,297
Cereals	kilograms. 513,886	103,210
Copper and brass	do. 522,143	1,305,350
Copper and brass, manufactured	do. 860,031	3,010,363
Coal	tons. 282,120	11,284,800
Earthenware and glassware .....	.....	3,234,384
Fruits, &c .....	.....	1,244,904
Fish, salt	kilograms. 7,417,271	1,450,600
Furs .....	.....	303,682
Guano	kilograms. 4,379,666	1,313,900
Gold, silver, and precious stones .....	.....	304,180
Hides and leather	kilograms. 4,271,722	10,667,593
Hardware	do. 258,563	1,629,093
Indigo	do. 90,579	1,358,530
Iron, pig	do. 11,877,500	2,375,500
Iron, manufactured	do. 40,360,378	20,157,269
Linen thread	do. 1,141,921	4,567,700
Linen goods .....	.....	2,866,793
Lumber .....	.....	3,882,947
Lead	kilograms. 869,771	434,903
Metals, (not specified)	do.	1,505,782

* Compiled from the invoice returns of Mr. J. L. Graham, Jr.

Statement showing the commerce of the port of Genoa, &c.—Continued.

Description.	Quantity.	Value.
Machinery		\$3,418,900
Olive oil..... kilograms..	1,020,600	1,530,900
Oils, (not specified)	5,118,537	4,606,683
Petroleum	12,841,777	8,989,254
Paper.....		374,324
Sugar..... kilograms..	23,926,811	20,703,338
Silk, raw	31,862	1,911,783
Silk and cocoons		10,910,846
Solder..... kilograms..	126,983	317,452
Stone and clay		2,023,071
Tallow and other fats	2,550,813	3,060,600
Tobacco, leaf..... do.....	8,597,693	17,195,370
Tobacco, manufactured.....		186,880
Wine and alcohol..... litres..	5,197,317	3,122,699
Wool..... kilograms..	3,909,126	9,777,600
Woolen goods		12,271,409
Wheat..... kilograms..	74,013,133	22,202,596
Zinc..... do.....	656,491	787,740
Sundries		11,943,506
Total		269,172,076

EXPORTS.

Coffee..... kilograms..	394,200	591,300
Chemicals..... do.....	595,700	595,700
Cheese and butter..... do.....	960,655	1,921,310
Cattle		146,100
Cotton, raw..... kilograms..	28,300	56,600
Cotton thread..... do.....	65,560	327,800
Cotton goods.....		1,909,400
Cereals..... kilograms..	11,735,500	2,347,100
Coral..... do.....	4,901	294,100
Fruits, &c		2,040,720
Fish, salt		505,744
Furs.....		230,720
Flax and linen..... kilograms..	2,375,900	2,755,900
Hides and leather..... do.....	1,087,959	2,719,897
Hardware..... do.....	42,485	254,914
Hats and caps	60,960	304,900
Iron and other metals		823,900
Jewelry.....		437,000
Liquors.....		577,770
Linen goods.....		2,418,570
Lumber and furniture		707,800
Meats, salt..... kilograms..	424,400	636,600
Macaroni..... do.....	4,930,245	2,958,140
Olive oil..... do.....	3,842,852	5,764,278
Paper.....		3,573,200
Precious stones.....		1,179,900
Queen's ware.....		320,500
Rice..... kilograms..	46,823,173	18,729,270
Sugar..... do.....	127,736	92,900
Silk, raw..... do.....	35,087	2,105,900
Silks.....		3,868,700
Sundries		10,599,688
Tobacco.....		1,585,800
Wine and alcohol..... litres..	3,107,616	1,842,970
Wool..... kilograms..	155,690	389,225
Woolen yarns..... do.....	46,290	925,800
Woolen goods		663,600
Total		77,203,716

LEGHORN.

OCTOBER 30, 1870. (Received November 16.)

The following is a statement of the arrivals and departures of vessels to and from this port for the year past :

Total number of vessels entered, 5,930; tonnage, 917,000; men, 76,953. Total number of vessels cleared, 5,931; tonnage, 920,853; men, 76,834. Divided as follows:

Vessels entered.—Italian sailing vessels, 2,621; tons, 129,810. Italian steam vessels, 1,143; tons, 324,463. Foreign sailing vessels, 436; tons, 89,968. Foreign steam vessels, 796; tons, 282,932.

Vessels cleared.—Italian sailing vessels, 2,639; tons, 136,751. Italian steam vessels, 1,139; tons, 325,400. Foreign sailing vessels, 431; tons, 89,016. Foreign steam vessels, 790; tons, 280,984.

I have endeavored to obtain some information in relation to the nationalities of the above shipping, but only with partial success, to wit:

Vessels entered.—English sailing vessels, 128; tons, 29,353. English steam vessels, 179; tons, 128,988. Spanish sailing vessels, 16; tons, 1,878. Austrian sailing vessels, 14; tons, 5,023. Russian sailing vessels, 15; tons, 5,602. American sailing vessels, 38; tons, 21,470.

Vessels cleared.—English sailing vessels, 134; tons, 36,213. English steam vessels, 179; tons, 128,988. Spanish sailing vessels, 16; tons, 1,878. Austrian sailing vessels, 11; tons, 5,023. Russian sailing vessels, 17; tons, 5,843. American sailing vessels, 34; tons, 18,627.

The foregoing report is not as full as I had hoped to make it, owing to the difficulty in obtaining the requisite information, there being nothing but general statistics published, which do not specify the several nationalities. I have had to apply to the different consulates, and in several cases I could obtain nothing, they being compelled to pay for said labor and expense, expected me to do the same, as was the case at the French consulate.

The following is a statement of the importation from the United States for the year ending September 30, 1870, with their approximate values :

Description.	Quantity.	Value.
Tobacco	hhds.. 2,357	\$377,120
Petroleum	bbls.. 36,826	497,151
Petroleum	cases.. 29,200	116,804
Rosin	bbls.. 529	2,116
Logwood	tons.. 250	5,000
Extract of logwood	cases.. 730	2,550
Bark	casks.. 10	400
Spirits of turpentine	cases.. 200	1,050
Total .....	.....	1,002,191

As will be observed, the imports to this place have not been very heavy, but a comparison with former reports made at this consulate shows that it has always been nearly the same. Tobacco and petroleum, constituting the principal articles, the former being a government monopoly, is manufactured and sold only by its agents. The demand for petroleum has not increased since the report made in 1869. The uncertainty in the markets and fluctuations in the price of gold have had a tendency to prevent Leghorn merchants from investing in large car-

goes. I think, however, besides the direct trade, there is also considerable traffic between our oil merchants at this place and those of Marseilles and Genoa.

The following table will give an estimate of the articles exported to the United States, with their values:

Description.	Quantity.	Value.
		<i>Lire.</i>
Rags bales..	25, 253	4, 500, 081. 39
Marble blocks..	314	112, 931. 15
Mantel alabs No..	1, 223	22, 486. 55
Marble works cases..	101	16, 828. 16
Olive oil casks..	476	30, 016. 12
Olive oil boxes..	2, 390	49, 822. 91
Wine casks..	69	7, 914. 38
Wine boxes..	22	469. 40
Candied citron cases..	3, 340	979, 721. 77
Alabaster works cases..	785	62, 277. 97
Paste boxes..	1, 546	15, 669. 81
Soap boxes..	10, 100	160, 948. 06
Wool bales..	70	11, 267. 50
Pumice stone casks..	1, 615	38, 249. 78
Sienna earth casks..	126	9, 889. 86
Hemp bales..	514	72, 069. 12
Boracic acid casks..	200	153, 769. 70
Orris root casks..	20	9, 142. 70
Juniper berries bags..	480	4, 232. 29
Flax bales..	65	9, 507. 00
Gum Arabic mats..	8	4, 259. 28
Senna bales..	4	1, 779. 85
Sundry articles cases..	177	11, 434. 43
Italian lire		6, 284, 780. 38
Dollars.....		1, 212, 963 31

The table of articles exported I have been compelled to compile from the record of invoices, and, so far as it goes, will be found to be correct. The great quantities of marble from Carrara, as also large amounts of straw goods, fine arts, &c., from Florence, are shipped at this port, a very interesting, instructive, and useful report of which could be made by the consuls at the above places.

The principal part of the cargoes of all vessels, from this port to the United States, is composed of marble and rags. There are also many other articles of daily exportation which in the aggregate will make a very respectable figure at the end of the year. No marble slabs will probably be shipped from here in the future on account of the duty imposed upon said article after the 1st of January, 1871. Large shipments have been made within the last two months in order to enter it before that time.

Summing up all the shipments made at Leghorn from the several quarters, and the amount of exportations to the United States will be found to be considerably in excess of the importations. It is always most desirable that the latter should be in the ascendancy, still it must not be forgotten that our shipmasters carry away annually a very large sum of money for freight, which will in, some way, compensate for the difference against us.

Olive oil.—Olive oil is produced here to a great extent, and enters

largely into the commerce of the place. The sublime oil of Lucca is probably the finest and purest in the world. Its production is continually on the increase, and during the year 1869 over 4,000,000 kilos were produced and exported at prices ranging from 130 francs to 180 francs the 100 kilos, of which about 80,000 francs worth was shipped to the United States.

Candied citrons.—In relation to the article of candied citrons the crops seem to have failed in Sicily, and the prices have run up to more than double. The demand, however, seems to have been steadily increasing, and large shipments are constantly being made to the United States.

Boracic acid.—Boracic acid is produced here in immense quantity from the mines near this city called the "Pomarancie," and belonging to the Count de Larderel. The contract has been made by an English merchant residing here for the whole amount, which is sent chiefly to England. Nearly 2,500,000 kilos were exported from here last year.

Chestnuts.—In the province of Lucca in this consular district the whole country, for miles around, is but one continual forest of chestnut trees, and these, in most instances, constitute the principal crop and wealth of the peasantry. Millions of bushels are gathered annually and sold in the home markets or exported throughout Europe, and even some have been invoiced to the United States. They are, in fact, the "staff of life" of these people. They are ground into a kind of coarse meal and made into a sort of bread, which takes the place of wheat flour. I think, however, this food is not conducive to health, but seems to be productive of a debilitated state of body, with a pale and unhealthy appearance; its constant use seeming to generate worms. Still they seem to be perfectly contented with their mode of living, and prefer it to any other. The country is very mountainous, and the baths of Lucca are a great resort for English and Americans during the summer months, the temperature being always cooler and more pleasant than in the cities.

Grain.—Leghorn is one of the principal marts in the Mediterranean for the importation of grain. Immense quantities are annually brought here from the Black Sea. The report on this subject, on file in the Department, by one of my predecessors, will be found most complete, and there is little I can add to it at present to make it more interesting. I shall therefore simply give the following statistics for the past year: Nearly 45,000,000 kilos of wheat has been received here during said time. Also 160,000 kilos of oats, and about 538,000 kilos of bran.

Freights.—The average rate of freights from this port to the United States during the year has been from \$7 to \$8 per ton, being an increase from \$2 to \$3 over that reported for the previous year.

Market prices.—The following will show the prices for the different articles exported to the United States:

Marble in blocks, from 1.70 francs to 3.40 francs the palm; rags, all linen, No. 1, 70 francs the 100 kilos; No. 2, 60 francs the 100 kilos; No. 3, 57 francs the 100 kilos; strips, 47 francs the 100 kilos; rags, all cotton, No. 1, 57 francs the 100 kilos; No. 2, 47 francs the 100 kilos; No. 3, 37 francs the 100 kilos; strips, 35 francs the 100 kilos; candies, citrons, 240 francs the 100 kilos; soap, 105 francs the 100 kilos; olive oil, in boxes of 12 bottles, from 23 to 26 francs the box; olive oil, in casks, first quality, 180 francs the 100 kilos; second quality, 160 francs the 100 kilos; boracic acid, from 80 to 85 francs the 50 kilos; flax, 205 francs the 100 kilos; hemp, 82 francs the 100 kilos.

Since my arrival here a new enterprise has been started, which, should it receive sufficient encouragement, will be productive of great benefit in the intercourse between Italy and the United States. An English com-

pany, the "Anchor Line of Glasgow, Scotland," have been running a line of steamers twice a month between Genoa and New York, touching at Leghorn, Naples, Messina, and Palermo, for the purpose of carrying passengers and freight. They expect to do a paying business in transporting fruit from the island of Sicily during the season to New York.

The current prices have changed but little during the year, taking into consideration the premium on gold, which has varied from $2\frac{1}{2}$ per cent. to 12 per cent., which latter figure it reached on the breaking out of the war between France and Prussia. At present it is quoted at a fraction above 5 per cent.

The commercial affairs of the city have been dull and depressed, money scarce, and obtained only at a high premium. Several heavy failures in business circles have been reported within the year.

With the exception of the arrest of squads of Garibaldians, now and then, perfect political tranquility reigns throughout this country. Italian stocks have advanced considerably since the annexation of Rome.

JAY T. HOWARD.

MESSINA, SICILY.

DECEMBER 31, 1870. (Received March 1, 1871.)

During the year 1870, 57 American and 61 foreign vessels, including 22 English steamers, sailed from this port for the United States. They took out, including indirect shipments, mostly via England, Sicily produce to the amount of \$2,008,725; while during the year 1869, 58 American and 67 foreign vessels, including 13 steamers, took to the amount of \$1,906,147; difference in favor of the year 1870, \$102,578.

No imports were received in the year 1869; in the year 1870 they amounted to \$38,980, and consisted in petroleum.

It is very much to be regretted that not a single article of export from the United States can be imported here with advantage; in fact, the entire island of Sicily offers no inducement for the increase of our commerce except for the export of produce.

In former years a considerable quantity of tobacco was imported directly from the United States; but since the Italian government, by increasing the duty very considerably, has encouraged the fraudulent imports from Malta, not one single hogshead arrived from the United States.

F. W. BEHN.

NAPLES.

OCTOBER 31, 1870. (Received December 1.)

It has not been without difficulty that the following information relating to the commerce of Naples has been obtained, and much that was desired could not be obtained owing to the want of proper arrangements for statistical purposes in the custom-house at this port. The description of articles, and the amount and value of each article imported and exported, could not be procured. This is owing to the fact that the duties are levied according to categories, *i. e.*, each article imported is assigned to one of twenty categories. The value of each category I have been able to obtain, but not of each article. (See table C.)

Table D shows the value of importations into this port from the different countries. It will be seen that far the largest importations are from England and France. A large proportion of the imports from

England consists of sugar, coffee, tea, &c., produced in the English colonies. From France come large quantities of silk, manufactures of cotton and wool, and perfumery.

The importations of petroleum from the United States for the year 1869 amounted to nearly 7,000,000 lire.* They doubtless, in reality, amounted to much more, as many of the petroleum vessels come first to Marseilles or Genoa, and are then forwarded to Naples, but entered as coming from one of those ports.

The importation from the United States consists almost entirely of petroleum. About a year ago there was one cargo of tobacco. No cotton is landed at Naples, but four American vessels loaded with cotton have come to Salerno within the last year. Usually seven or eight come, in the course of the year, to supply an extensive German cotton factory at that place. There is considerable cotton grown in the provinces of Naples and Sicily, from which this factory draws its supplies mainly. But the American cotton is said to be used to mix with this in order to improve the quality. I am of opinion that an improved mode of cultivation would do far more to improve the quality than this mixture. It would be rather amusing to the southern cotton-planter to see the mode of cultivation here. On the richest soil the cotton is left standing almost as thick as if it were some small grain. The consequence is that the quantity produced is very small, and the quality necessarily very poor, because the boll does not get sun enough to mature it properly.

Table B gives the arrivals of vessels during the year 1869. There were 1,409 steamers, total tonnage 473,505, and 4,223 sailing vessels, total tonnage 287,523. Of the steamers, 442 were foreign, principally English and French.

There are various lines of English steamers in regular connection with Naples; one line runs during the winter months between Naples, Palermo, and New York, leaving Naples about every two weeks. These steamers are put on during the winter mainly for the fruit trade, but are rapidly taking all the business from Italian sailing vessels. I learn that also a company in Palermo has procured four steamers which will run during the winter between Naples, Palermo, and New York.

I have no doubt a permanent and regular line of steamers running from New York or Baltimore to the Mediterranean, touching at Marseilles, Genoa, and Naples, would very soon not only monopolize the greater part of the commerce, but would also cause many new branches of trade to be established. It could also, if properly managed, do a heavy business in carrying emigrants, and to a great extent turn the tide of Italian emigration from South America to our Southern States. But more on this subject later.

Table A shows the exportation per quarter from Naples to the United States for the past year. Therefrom it will be seen that the most important item is kid gloves. Naples is becoming a very famous market for a cheap article of gloves. They are usually sold by the quantity at from 18 to 22 lire per dozen. The quality sent to the United States are invoiced at about 19 lire the dozen. These gloves, I understand, are retailed in the United States at \$1 to \$1 50 a pair. This business, it seems to me, could be expanded to any extent, and there are already signs of increase on account of the siege of Paris. The fruit business was not so important last winter, owing to a partial failure of the crop. I think it likely that the orange and lemon crop has been injured somewhat this

* A lira is equal to \$0.193.

season also by the continued dry weather in September and the beginning of October. If so, that will affect the trade with New York this winter. But the season has generally been a most favorable one for this part of Italy. Crops of every kind have been good. Fruits and vegetables of all varieties have been most abundant and of the finest quality. The grape crop was probably never more abundant, though the quality might be better. The wine is so abundant "that the owners cannot find room for it," and are offering it for sale at fabulously low prices. I learn that "any quantity" of wine can now be bought as low as 7 to 8 centesimi the litre, *i. e.*, about one and a half cents. But, strange to say, the Italian wines are generally far inferior to those of France, Spain, and the Rhine. Here in South Italy is the very finest volcanic soil, and a climate certainly as well adapted to the grape culture as any other country; yet a very inferior quality of wine is produced. This is said to be owing to a variety of reasons. In the preparation of the soil, it is made too rich, so that the quality of the grape is sacrificed for quantity. Then, in training the vines, they are hung in long festoons from tree to tree, or over immense scaffolds, which gives the vineyards a most picturesque appearance, but effectually shuts out the sun from the grape. In France and on the Rhine, the vines are planted in rows at good distances apart, and trained on low frames of wood or wire. When the grape begins to ripen the vines are trimmed closely so as to admit the sun freely, and thus the grape acquires a delicate sweet taste that greatly improves the quality of the wine. The process of making the wine here is also said to be very faulty. All these errors sufficiently explain why the Italian wines are so inferior. Experiments now being made here by an Italian-American, who has seen much of the wine culture in other countries, prove conclusively that wines may be produced on the slopes of Vesuvius comparing most favorably with fine qualities of Burgundy. But the southern Italians are, as a class, very slow to adopt anything new, so that it will probably be years before any generally improved system of grape culture will be introduced. Until that is done, it will be impossible for Italy to take a high rank among wine-growing and wine-exporting countries. San Antimo argol is an important item of exportation from Naples, and doubtless much larger quantities of it go to the United States than is indicated in Table A, as the trade seems concentrated for the most part in Paris and London.

It will be seen that but a small quantity of macaroni is exported from here to the United States, but it constitutes a most important article of production and consumption here. No less than seventy tons of it are consumed in Naples daily, or, counting the population at 600,000, about four ounces a head for every individual. Macaroni, as an article of food, may be said to occupy the place of the potato north of the Alps, constituting, with vegetables and fruits, almost the entire support of the masses of the population. It is very cheap, so that the poor can live on it for almost nothing, and the climate being such as to enable them to live to a great extent out of doors, it will be seen that life does not cost them much.

The coral business is one of the most interesting and important of Naples. The little town of Torre del Greco, near Naples, possesses almost a monopoly of the coral fishery. She has about 400 vessels, manned by over 4,000 sailors, engaged in it. The fishing is carried on principally during the summer months. The greater part of it is done along the coast of Africa, but some on the coast of the island of Sardinia and the coast of Spain. The pink coral, which is considered the most valuable, is found on the coast of Sardinia. Here in Naples thou-

sands of persons are employed in the manufacture of this coral, working it into jewelry and ornaments of every variety, and hundreds of shops make it their principal article of sale. No great quantity of this coral jewelry is exported from here direct to the United States, this, like many other articles, passing through Paris houses; but Americans visiting Naples carry large quantities of it home with them.

This consulate is frequently visited by persons desirous to emigrate to the United States, for the purpose of gaining information. They are always referred to the consul of the Argentine Republic, he having inducements to offer them for emigrating to that country. The more recent reports of emigrants arriving at New York put the number from Italy very low. This need not continue so. Were there any vessels running direct to the United States prepared to carry emigrants at a reasonable rate, it would require but little exertion to procure a large emigration. But the few vessels running to New York are not prepared to carry emigrants, so the only way to get to the United States is by France and England. This is both too expensive and roundabout. The Italians are, like the Germans, an emigrating people. Egypt, Turkey, France, and all the countries bordering on the Mediterranean, give evidence of this fact, while the Italian steamers to South America go crowded with emigrants. That this would be a most useful class of emigration for our Southern States I have no doubt. I am aware that many who have visited Italy and seen such numbers of poor, miserable beggars thronging the streets of the large cities, would not wish to encourage emigration to our country. But this class never emigrate. They have no idea that reaches beyond the few streets they haunt. The classes that emigrate are either the peasantry or industrious artisans, and they constitute a most useful class of laborers wherever they go. In London and Paris Italian artisans are said to be preferred to any other nationality to do work that requires much skill or taste. As evidence that the Italian peasantry would be a splendid class of emigrants to our Southern States, one need only see with what care and industry Italian fields are cultivated. Could we only have a line of steamers running to Baltimore, Norfolk, or some other southern city, prepared to carry emigrants at moderate rates, it would then be easy to procure them by hundreds and thousands. I am convinced that the efforts being made by the Southern States to procure emigrants in Germany would succeed better in Italy. The German has every inducement to go to the West, and is strongly prejudiced against the South; whereas the Italian would have no prejudice, and would prefer the South on account of the climate.

It is generally admitted that the improvement of the southern Italians in intelligence, character, and material prosperity has been very great since the annexation to Italy ten years ago. I suppose there can be no doubt of this. But one is inclined to ask what must have been their condition, if they have been greatly improved? The cause of education, even here in Naples, is at a very low ebb, and in the provinces it is, of course, far worse. The schools are very bad indeed, and badly attended. There are no certain statistics to follow, but it may be stated on good authority, that out of over 64,000 children in Naples that ought to attend the schools daily, in reality less than 10,000 attend them. The difficulty seems to be that the Italian government has left the management of the schools too much to the local authorities, and these have not sufficient intelligence and energy to cause them to cut loose from the old system of allowing the priests to control the schools, and to establish a new and efficient school system. To those who believe that

the only safety for popular government consists in the intelligence and virtue of the people, the prospects for the next generation in Southern Italy are not over-bright.

More has been done for the material improvement of the people, though, considering the necessities, one wonders rather that so little has been done, than so much. About 1,400 kilometres (870 miles) of railroad have been built in the province of Naples, and 169 kilometres on the island of Sicily. Considering the advantages of railroads in these provinces for promoting intelligence and material prosperity, and thus popularizing the government, and also their absolute necessity for the suppression of brigandage, one is astonished that they have not been built into every section of the country. A line from Taranto to Reggio, opposite Messina, along the southern shore—"the bottom of the boot"—is being rapidly built, and will likely be finished in a few months. This will give the first railroad communication through the whole length of Italy. Various other lines are either in process of construction or are expected to be soon.

By means of a system of subsidizing steamboat companies for carrying the mails, Italy has built up a splendid steam commercial navy. These vessels not only keep up continual communication between the ports all around the Italian peninsula, but also between Italy and all the countries bordering on the Mediterranean, and Montevideo and Buenos Ayres, in South America. In this way the commercial relations of Italy are greatly increased and extended. The line of steamers to the La Plata has rendered very important the commerce of Italy with that portion of South America. These steamers all go crowded with emigrants. The passage, including everything, is 600 francs for first-class, and 260 francs for third-class.

The home industry of southern Italy is, to a great extent, in the hands of foreigners. The large cotton factory at Salerno is managed by Swiss and Germans. An extensive iron foundry here is managed by English; nearly all the most enterprising bankers, manufacturers, and commercial men here are Swiss, Germans, or English. The Neapolitans do not seem to have the energy or foresight for undertaking important enterprises; or does the local government have sufficient foresight to encourage them properly. The universal complaint is that instead of the authorities offering facilities, they throw obstacles in their way.

The harbor of Naples is large and deep, and capable of holding a great number of vessels; but it is not entirely safe against the terrible southerly and southwesterly storms which frequently occur. It needs a long mole outside of two already existing, similar to those before the harbors of Genoa and Leghorn. The harbor would then be first-class and prepared for the growing commerce of the city. This, like many other improvements, is much talked of, but not carried into effect. The harbor of Castellamare, on the south side of the bay of Naples, is by nature a much safer harbor than this. Naples, like Rome, seems to have the reputation out of Italy, especially among Americans, of being a very unhealthy city. This is proved to be incorrect by the daily official statement of deaths. Instead of being a sickly city it is proved to be one of the most healthy large cities in Europe. The usual death-rate is less than that of Rome, though the population is over three times as great. Certain localities may, on account of bad sewerage, be somewhat dangerous to those not acclimatized. But neither the Italians nor foreigners who have spent some years here—of whom there are many thousands—will admit that the city is at all a sickly one. The death rate for the last year averaged 44 daily, or one daily for every 13,636 inhabitants.

B. O. DUNCAN.

TABLE A.—Statement showing the description and value of the exports from this port to the United States during the year ending September 30, 1870.

Articles.	Fourth quarter, 1869.	First quarter, 1870.	Second quarter, 1870.	Third quarter, 1870.	Total.
	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>
Gloves	281, 192. 10	235, 230. 50	915, 640. 45	319, 394. 50	1, 051, 387. 55
Fruits and nuts	101, 662. 61	278, 848. 55	19, 952. 90	6, 337. 00	406, 801. 06
San Antimo argols	87, 581. 94	87, 766. 95	122, 500. 79	36, 085. 95	333, 933. 46
Rags	193, 279. 99			90, 279. 00	213, 558. 99
Liquorice	74, 337. 15		78, 263. 62		152, 600. 77
Macaroni	30, 119. 05	43, 921. 48	40, 632. 97		114, 673. 50
Coral	35, 543. 14	9, 949. 05	23, 022. 62	67, 313. 57	135, 828. 58
Wine		9, 865. 70	5, 269. 10	541. 52	15, 676. 32
Skins		16, 819. 35	6, 608. 35	3, 169. 25	26, 596. 95
Miscellaneous	9, 806. 23	10, 850. 29	14, 620. 07	7, 570. 39	42, 046. 97
Total	812, 720. 74	693, 351. 17	596, 531. 00	460, 620. 45	2, 483, 223. 36

TABLE B.—Statement showing the number and tonnage of vessels arriving at the port of Naples during the year 1869.

Month.	ITALIAN.				FOREIGN.			
	Sailing.		Steam.		Sailing.		Steam.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
January	196	9, 599	84	23, 363	52	8, 773	45	19, 711
February	441	15, 387	70	20, 629	20	5, 408	35	15, 049
March	163	12, 812	64	20, 002	47	10, 653	42	18, 914
April	342	21, 698	76	19, 777	29	6, 394	32	14, 406
May	427	19, 523	70	19, 462	24	4, 462	35	16, 541
June	394	19, 331	65	19, 094	21	4, 209	32	14, 974
July	460	17, 032	107	25, 523	14	2, 273	35	15, 621
August	337	20, 741	87	22, 356	22	3, 970	35	17, 818
September	394	21, 333	83	20, 770	31	6, 904	37	18, 300
October	286	14, 633	101	25, 346	46	8, 456	42	21, 282
November	325	19, 153	92	22, 094	23	4, 984	31	20, 319
December	238	19, 314	68	23, 744	31	5, 466	41	12, 320
Total	3, 863	210, 556	967	262, 120	360	71, 972	442	211, 325

TABLE C.—Statement showing the value of imports from other countries into the port of Naples during the year 1869, according to categories.

	Lira.
1. Mineral waters, drinks, and oils	6, 270, 775
2. Sugar, coffee, tea, medicines, chemicals, salts, colors, perfumery, &c ..	21, 672, 219
3. Fruits, plants, seeds, &c	46, 201
4. Meats, lard, butter, cheese, candles, &c	1, 022, 543
5. Fish	4, 119, 877
6. Animals	16, 144
7. Skins, leather, &c., and manufactures thereof	8, 326, 679
8. Hemp, jute, carpets, linen, and all manufactures thereof	5, 167, 122
9. Cotton, and all manufactures thereof	32, 262, 670
10. Wool, furs, hair, and all manufactures thereof	13, 908, 208
11. Silks, and all manufactures thereof	8, 257, 681
12. Cereals, potatoes, &c	9, 556, 201
13. Wood, and manufactures thereof	1, 714, 630
14. Books and paper	896, 375
15. Arms, machinery, clocks, watches, musical instruments, gutta-percha, &c	10, 893, 456
16. Base metals and manufactures thereof	13, 405, 477
17. Precious metals, and stones, and manufactures thereof	2, 229, 829
18. Marbles, stones, clays, &c	4, 144, 774
19. Earthenware, glass, and crystals	1, 355, 967
20. Tobacco	2, 068, 470
Total	147, 401, 498

TABLE D.—Statement showing the value of the imports from different countries into the port of Naples during the year 1869.

	Lira.
England	58,548,672
France	46,605,388
Turkey	10,054,879
Holland	9,793,294
United States	6,819,625
Austria	4,848,538
Switzerland	4,336,234
Other countries	6,287,158
Total	147,293,788

TABLE E.—Statement showing the value of exports to different countries from the port of Naples during the year 1869.

	Lira.
France	29,079,972
England	8,746,396
United States	1,893,500
Spain	1,065,828
Other countries	4,406,353
Total	45,192,049

TABLE F.—Statement showing the amount of dried cod and stock fish landed at the port of Naples during the year 1869.

	Pounds.
From Gaspé, dried codfish	3,136,000
From Newfoundland, dried codfish	2,923,200
From Labrador, dried codfish	2,531,200
From Norway, stock-fish	2,296,000
Total	10,886,400

PALERMO, SICILY.

SEPTEMBER 30, 1870. (Received December 12.)

Totals of exports from Palermo to the United States, in United States and foreign vessels, for quarter ending September 30, 1870.

Articles.	In United States ves- sels.	In foreign vessels via England.	Total.
Brimstone	17,300	52,908	70,208
Sumac	2,072	5,488	7,558
Corks	50		50
Rags	4,671	250	1,921
Almonds		150	150
Shelled almonds		200	200
Walnuts	10	200	210
Fileberts		500	500
Olive oil		100	100
Macaroni		540	540
Manna		20	20
Oranges		1,400	1,400
Lemons	819	10,620	11,439
Value	\$87,820	\$205,047	\$292,867

Statement of the departures of American and foreign vessels for the United States, and value exported, as compared with the previous year.

Date.	Number of American vessels cleared for the United States.	Number foreign vessels cleared for the United States.	Total of vessels.	Value exported to the United States.
September 30, 1869	32	145	177	\$2,212,002
September 30, 1870	29	130	158	2,230,735
Difference	Less 4	Less 15	Less 19	More 18,733

The American trade of Palermo has been steady this year, and although the number of ships has decreased, yet the value exported is more than last year, owing to the fact that exportation has been considerably increased through the English steamers that have cleared, one every week, for the United States, carrying a larger bulk of merchandise than sailing vessels. This new speculation has been of injury to the American sailing vessels, so that their number has sensibly decreased.

The great drought of the summer has been very severe on all productions, and should it continue this fall there is danger of a great loss in the production of oranges and lemons, the chief articles of exportation from Sicily to the United States.

The general trade of the island has been rather dull this year, and now is totally on a stand-still in consequence of the terrible war going on on the continent.

The work on the railroad line which is to connect Palermo with Messina is progressing very slowly, greatly to the detriment of the means of intercommunication with the island towns, whence produce is brought to these two large shipping ports by carts or on mules' backs.

The arrivals and departures of vessels of all flags at this port have not materially altered from my last year's report.

LUIGI MONTI.

Navigation and commerce of the United States with Italy for the year 1870.

PORTS.		VESSELS.			CARGOES.				
ENTERED.		CLEARED.		INWARD.		OUTWARD.			
No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
ANCONA.									
Nine months ending September 30.*	1 Cardiff.....	1	Trapani.....	1	1,810 tons coal	\$9,050 00	1	Ballast.....	
	1	1	.....	1	.....	9,050 00	1	.....
CAGLIARI.									
Nine months ending September 30.†	1 Genoa.....	1	Boston.....	1	Ballast.....		3	1,852 tons salt.....	\$3,316 75
	1 Seville.....	1	New York.....	1	do.....				
	1 Leghorn.....	1	Bath.....	1	do.....				
	3	3	.....	3	.....		3	.....	3,316 75
GENOA.									
Nine months ending September 30.‡	1 Savannah.....	6	Messina.....	8	8,234 bales cotton	888,300 00	29	Ballast.....	25,000 00
	3 Philadelphia.....	4	Palermo.....	14	17,801 barrels petroleum	369,134 95	2	Marble.....	28,000 00
	11 New Orleans.....	3	Philadelphia.....	1	600 tons logwood	70,000 00	2	General cargo.....	14,300 00
	1 Port au Prince.....	11	Leghorn.....	2	794 hogheads tobacco	153,000 00	1	Miscellaneous cargo.....	
	14 New York.....	2	New Orleans.....	5	General cargo	594,020 00			
	2 Mobile.....	2	Licata.....	2	General cargo	346,400 00			
	1 Leith.....	1	Tarragona.....	2	Tobacco and staves	10,272 00			
	1 Troon.....	1	Marcellise.....	1	Pig iron and coal	6,223 00			
		1	Trapani.....		Coal				
		1	Hyères.....						
		1	Cette.....						
		1	Cephallonia.....						
		1	Girgenti.....						
	34	34	34	9,437,349 95	34	68,900 00

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* Classes of vessels entered: Not stated. Cleared: Not stated. Aggregate tonnage, 1,952.

Classes of vessels entered: Not stated. Cleared: Not stated. Aggregate tonnage, 2,013.68.

Classes of vessels entered: 3 ships, 14 brigs, 15 frigates, 9 schooners. Cleared: 3 ships, 13 brigs, 15 frigates, 1 schooner, 2 not reported. Aggregate tonnage, 16,952.

Navigation and commerce of the United States with Italy for the year 1870—Continued.

VESSELS.			CARGOES.						
PORTS.		ENTERED.		CLEARED.		INWARD.		OUTWARD.	
No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.
LEGNORN.									
9	Boston.....	8	New York.....	6	11,684 barrels petroleum.....	Not given.....	5	Marble, rags, straw goods.....	Not given.
12	New York.....	4	Philadelphia.....	2	10,601 cases petroleum, 499 hhd. tobacco, 300 cases turpentine, 10 casks bark.....	do.....	6	Marble, rags, fine arts.....	Do.
1	New Orleans.....	1	Marseilles.....	2	1,000 hhd. tobacco, 3,100 barrels petroleum, 145 barrels resin, 50 tons logwood.....	do.....	5	Marble, rags, oils, fine arts.....	Do.
2	Naples.....	1	Palermo.....	2	588 hhd. tobacco, 6,000 staves petroleum, 384 bbl. resin.....	do.....	2	Ballast.....	Do.
4	Marseilles.....	1	Naples.....	1	1,320 barrels and 4,400 cases petroleum, 300 cases logwood.....	do.....	1	1,943 barrels petroleum.....	Do.
13	Genoa.....	7	Messina.....	1	In ballast.....	do.....	6	Marble, rags, olive oil.....	Do.
2	Barcelona.....	1	Philadelphia.....	1	2,705 tons coal.....	do.....	2	Marble, rags, soap, &c.....	Do.
1	Shields.....	1	Cette.....	1		do.....	4	Marble, rags, candy, citrons.....	Do.
1	Civita Vecchia.....	1	Cagliari.....	1		do.....	1	Marble, rags, wine, fine arts.....	Do.
1	Cardiff.....	1	Baltimore.....	23		do.....			Do.
1	Sunderland.....			3		do.....			Do.
1	Valencia.....			39		do.....	35		Do.
MESSINA.									
4	Cadix.....	1	Licata.....	1	150 kegs nails.....	\$780 00.....	3	Ballast.....	\$380, 485 00.....
6	Marseilles.....	24	Roston.....	1	Box shooks and boards.....	4,500 00.....	23	31,597 cantars brimstone, 31,521 boxes lemons, 77,928 boxes oranges.....	62, 985 00.....
1	Malta.....	23	New York.....	1	Cases of petroleum.....	25,000 00.....		5,761 boxes lemons, 27,191 boxes oranges.....	37, 675 00.....
2	Naples.....	2	Baltimore.....	57	Ballast.....		7	92,664 cantars brimstone, 150 bags Gilberts, 100 bags canary seed, 400 bags almonds, 2,540 boxes lemons, 13,780 boxes oranges, 150 bags walnuts.....	154, 685 00.....
1	Catania.....	10	Philadelphia.....				3	5,312 cantars brimstone, 681 boxes of rags, 13,784 boxes lemons, 40,264 bxs. oranges.....	
7	Genoa.....	1	Palermo.....						
5	Licata.....	1	Smyrna.....						
1	Girgenti.....								
2	Gibraltar.....								
2	Palma.....								
6	Palermo.....								
4	Oporto.....								
5	Barcelona.....								
1	Rangoon.....								
1	Leghorn.....								
Year ending September 30.									

1	Cotte	1	25 jars essences, 550 boxes lemons, 4,200 bxs. oranges.	1	9,855 00
1	Libbon	1	400 cantars brimstone, 10 pipes concentrated lemon juice, 500 boxes lemons, 4,585 boxes oranges.	1	10,780 00
1	Venice	1	780 cantars brimstone, 50 bales rags, 255 bags sumac, 800 boxes lemons, 4,701 boxes oranges.	1	14,530 00
1	Cagliari	4	2,704 cantars brimstone, 1,310 bags sumac, 73 cases essences, 9 casks red wine, 5,416 boxes lemons, 14,517 boxes oranges.	4	60,480 00
1	Beirut	1	1,040 cantars brimstone, 150 bales rags, 30 casks olive oil, 35 jars essences, 900 boxes lemons, 3,760 boxes oranges.	1	23,465 00
1	New York	2	1,342 cantars brimstone, 103 bags walnut, 1,100 boxes almonds, 300 bags filberts, 160 bales rags, 3,750 boxes lemons, 5,250 bxs. oranges.	2	36,395 00
1	.....	2	2,013 cantars oil, 3,000 boxes lemons, 5,805 bxs. oranges.	2	36,975 00
1	.....	2	436 cantars brimstone, 160 bales rags, 100 bags filberts, 339 boxes lemons, 1,463 boxes oranges.	2	12,075 00
1	.....	1	1,412 cantars brimstone, 319 bags cantary seed, 300 bxs. almonds, 300 bags filberts, 53 casks sumac, 7 casks pumice stone, 7 quarter casks Manila wine, 15 casks olive oil, 997 boxes lemons.	1	16,625 00
60	.....	61	30,290 00	61	746,250 00
10	New York	10	7 barrels chestnuts, 388 bags filberts, 44 cases manna, 397 cases essences, 155 casks wine, 30 pipes concentrated lemon juice, 30,000 boxes almonds, 10,572 boxes lemons, 41,810 boxes oranges.	10	135,835 00

* Classes of vessels entered: 6 ships, 17 barks, 15 brigs, 1 schooner. Cleared: 5 ships, 15 barks, 13 brigs, 1 schooner. Aggregate tonnage, 21,817.

†Classes of vessels entered: 25 barks, 28 brigs, 8 schooners. Cleared: 25 barks, 28 brigs, 8 schooners. Aggregate tonnage, 18,954.

shipments by foreign vessels to the United States.

Navigation and commerce of the United States with Italy for the year 1870—Continued.

PORTS.	VESSELS.			CARGOES.			OUTWARD.	
	ENTERED.	CLEARED.		INWARD.		Value.	Description.	Value.
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.			
MESSINA—Continued. Year ending September 30.*			5 2	New York..... Philadelphia.....			3,160 cantars brimstone, 150 bales rags, 6,366 boxes lemons, 27,860 bxs. oranges.	\$75, 110 00
			2	New Orleans.....			25 bags walnuts, 2,700 boxes lemons, 11,084 bxs. oranges.	22, 040 00
			1	New York.....			20 jars essential oils, 280 bags sumac, 15 cases man- na, 3 boxes, each contain- ing 12 bottles of wine.	4, 900 00
			6	Philadelphia..... Boston..... New York.....			2,245 cantars brimstone, 835 jars essential oils, 983 bags sumac, 81 casks olive oil, 16 casks cream of tartar, 6 casks manna, 9,517 boxes lemons, 4,633 bxs. oranges.	131, 050 00
Indirect shipments.			28	New York..... Boston..... Philadelphia..... Baltimore.....			13,730 cantars brimstone, 564 cases essences, 100 bales rags, 300 bags sumac, 100 boxes almonds, 197 bags walnuts, 3 hinds. red wine, 20, 618 bxs. lemons, 125,076 boxes oranges.	442, 325 00
							13,299 cantars brimstone, 12 cases manna, 75 boxes lemons, 75 boxes oranges.	32, 985 00
							558,906 cantars brimstone, 63 jars essential oils, 2,302 boxes oranges.	151, 960 00
							41,490 cantars brimstone, 419 jars essential oils, 5 casks tartar, 140 bags sumac, 210 casks of wine, 184 bags	171, 600 00

[illegible]

* Classes of vessels entered: 25 bark, 28 brigs, 8 schooners. Cleared: 25 bark, 28 brigs, 8 schooners. Aggregate tonnage, 18,954.
† Classes of vessels entered: 1 ship, 1 schooner, 2 bark, 1 brig. Cleared: 1 ship, 1 schooner, 2 bark, 2 brigs, 1 not reported. Aggregate tonnage, 3,482.
‡ Classes of vessels entered: 10 bark, 15 brigs, 3 schooners. Cleared: 10 bark, 15 brigs, 3 scho-oners. Aggregate tonnage, 9,563.
§ Classes of vessels entered: 1 bark, 3 brigs. Cleared: 1 bark, 3 brigs. Aggregate tonnage, 1,378.25.

JAPAN.

PORTS OF HIOGO AND OSAKA.

Statistics of trade for the year ending December 31, 1869.*

IMPORTS.

Description of goods.	Deliveries.	Value.	Description of goods.	Deliveries.	Value.
Gray shirtings.....pieces..	294,411	\$680,490	Merinoes.....pieces..	6,742	\$67,420
White shirtings.....do.....	14,853	40,593	Spanish stripes.do.....	100	2,900
T-cloths.....do.....	5,475	12,495	Peas.....piculs..	120,735	308,536
Drills.....do.....	4,484	8,375	Rice.....do.....	192,498	504,987
Handkerchiefs.....dozen..	3,378	2,660	Bean oil.....do.....	7,409	67,899
Brocades and spots, white and dyed.....pieces..	3,799	11,502	Safflower.....do.....	7,407	40,700
Chints.....do.....	26,911	76,298	Iron.....do.....	2,839	8,496
Turkey, Turkey red.....do.....	16,279	48,537	Lead.....do.....	5,290	37,240
Turkey red cloth.....do.....	10,001	95,010	Tin plates.....boxes..	729	5,742
Velvets.....do.....	15,050	17,377	Steel.....piculs..	1,061	5,305
Lawns.....do.....	49,760	146,840	Sugar.....do.....	14,256	107,159
Taffchelasse.....do.....	9,411	470,550	Spelter.....do.....	3,053	18,505
Cotton yarn.....piculs..	10,838	137,050	Cotton.....do.....	19,418	593,652
Camlets.....pieces..	4,234	54,589	Coals, English tons..	3,694	44,600
Lastings.....do.....	2,760	22,680	Arms.....number..	40,598	512,827
Crape lastings.....do.....	27,946	86,992	Rattans.....piculs..	100	800
Lusters and Orleans, fig'd.....do.....	19,164	108,627	Drugs and chemicals..		73,290
Lusters and Orleans, plain.....do.....	2,575	11,587	Dyes.....do.....		8,650
China figures.....do.....	3,078	32,930	Sugar candy.....piculs..	3,226	38,712
Alpacas.....do.....	2,030	7,720	Mangrove bark.do.....	1,154	2,348
Camlet cords.....do.....	8,193	285,175	Sapan wood.....do.....	7,874	5,622
Cloth, black.....do.....		43,395	Miscellaneous.....do.....		372,830
Long ells.....do.....	65,147	227,709	Treasure.....do.....		1,596,591
Blankets.....pairs..	36,843	390,904	Vessels sold.....do.....		286,500
Mousseline de laine.....pieces..	39,669	242,946	Charters of steamers..		178,054
Fancies or mixtures.....do.....			Total.....do.....		8,141,906

EXPORTS.

Silk.....bales of 80 catties..	863	\$359,155	Rapeseed oil.....tubs..	5	\$60
Silkworms' eggs.....cards..	25,814	34,883	Coals.....tons.....	3,800	18,975
Waste silk.....piculs..	299	11,079	Planks.....pieces..	64,990	9,375
Tea.....pounds..	2,853,484	690,530	Cattle.....head.....	4,387	75,998
Cocoons.....piculs..	538	9,500	Medicine.....piculs..	5,068	44,097
Wax.....do.....	2,660	66,031	Beche de mer.....do.....	1,706	63,454
Camphor.....do.....	9,955	189,392	A-wabi.....do.....	1,365	96,990
Copper.....do.....	5,139	94,400	Lily bulbs.....boxes..	1,877	17,409
Mushrooms.....do.....	1,586	61,868	Curios.....do.....	11	1,650
Linglase.....do.....	612	21,317	Bricks.....number..	342,965	5,768
Shrimps.....do.....	1,007	29,026	Cinnamon.....piculs..	2,097	7,590
Cuttlefish.....do.....	1,065	30,820	Tempos.....do.....		194,080
Sharks' fins.....do.....	890	32,415	Treasure.....do.....		5,613,067
Seaweed.....do.....	22,176	84,965	Sundries.....do.....		9,945
Gall nuts.....do.....	112	784	Total.....do.....		7,937,429
Tobacco.....do.....	8,515	46,721			
Sake.....tubs.....	8,505	33,495			

REEXPORTS.

Cotton yarn.....piculs..	192	\$9,600	Tin.....piculs..	3,814	\$46,000
Crape lastings.....do.....	100	800	Rice.....do.....	73,945	909,900
Camlets.....do.....	140	2,100	Total.....do.....		775,689
Cotton.....piculs..	9,519	224,789			
Safflower.....do.....	1,792	222,500			

TONNAGE.

Nationality.	ENTERED.		CLEARED.	
	No. vessels.	Tonnage.	No. vessels.	Tonnage.
British.....	195	85,036	174	77,131
American.....	117	171,710	107	167,118
North German.....	23	7,339	19	6,103
Danish.....	4	1,098	4	1,098
Holland.....	6	2,287	6	2,287
French.....	6	2,037	4	1,510
Russian.....	5	2,120	4	2,090
Total.....	356	271,557	318	257,197

* Compiled by the Hio-go and Osaka General Chamber of Commerce, and transmitted by Mr. T. S. Stewart.

Navigation and commerce of the United States with Japan for the year 1870—Continued.

PORTS.	VESSELS.			CARGOES.			
	ENTERED.		Where for.	INWARD.		OUTWARD.	Value.
	No. of vessels.	No. of vessels.		Description.	Value.	Description.	
KANAGAWA. Three quarters ending December 31, 1869, March 31, and September 30, 1870.*	46	10	Hakodadi	General and passengers	Not stated.	General and passengers	Not stated.
	9	39	Hogo	Rice and sugar	do	Rice and sugar	do
	1	1	San Francisco	Coal	do	General cargo and passengers	do
	14	11	Hong-Kong	Rice	do	Tea	do
	1	8	U.S. mails, &c.	Newly built	do	Passengers and United States mail.	do
	2	4	Hong-Kong	United States mail, general cargo, and passengers.	do		do
	14	2	Rangoon	Grain	do	In port loading tea.	do
	2	1	San Francisco	General and rice	do	Coal	do
	6	1	New York	General and rice	do	Rice	do
	9	1	Hakodadi	Passengers and general cargo	do	In port in bulk	do
	1	1	Callao	Passengers and general cargo	do	Licensed to and from Jeddo	do
	1	1	Nagasaki	Put back in distress	do	Whaler	do
	1	2	Honolulu	Passengers from Jeddo.	do	Tea, silk, curiosities, and general merchandise.	\$689, 973 12
	1	1	Sado	Whaler	do	Tea, silk, curiosities, and general merchandise, shipped by foreign vessels to the United States.	1, 136, 371 93
	1	1	To & from Jeddo	Wheat and flour	\$25, 000 00		
	1	1	New York	Rice and sugar	100, 000 00		
	2	5	Newchwang	Coal	25, 000 00		
	1	1	Sold to Japan	Pease and oil	30, 000 00		
	1	1		Passengers and merchandise.	5, 000 00	Ballast.	
	1	22	Newchwang	Salt fish.			
	4	1	Kobe	Ballast.			
	2	1	Liverpool				
	2	1	Rangoon				
	2	1	Sado				
	2	2	Purchased for Japan.				
	1	1	Pilot boat.				
	1	1	Harbor boat.				
	2	2	In distress				
	113	89			195, 000 00		1, 826, 344 05
Quarter ending June 30, 1870. Is thus reported.	6	6	Honolulu	Unable to ascertain		Unable to ascertain	
	5	2	Hong-Kong	do		do	
	14	4	Hogo	do		do	
			San Francisco	do		do	

NAGASAKI.									
Year ending September 30;	1				2				
	3	4	5	6	7	8	9	10	11
	Korodima	Newchwang	Kobe	Shanghai	40	Shanghai			
	1	15	19	Kobe	19	Kobe			
	2	1	1	Yokohama	1	Yokohama			
	3	1	3	Chefoo	3	Chefoo			
	4	1	3	Newchwang	3	Newchwang			
	5	1	23	Hiroo	23	Hiroo			
	6	1	3	Hong-Kong	3	Hong-Kong			
	7	1	3	Yokohama	3	Yokohama			
	8	1	1	Newchwang	1	Newchwang			
	9	1	88		88			88	
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* Classes of vessels entered: 76 steamers, 8 ships, 13 barka, 1 brig, 1 schooner, 1 brigantine, 13 not reported. Cleared: 67 steamers, 7 ships, 11 barka, 2 brigs, 3 brigantines. Aggregate tonnage, 170,567.
† Classes of vessels entered: Steamers, ships, barka, and brigs. Cleared: Steamers, ships, barka, and brigs. Aggregate tonnage, 54,391.
‡ Classes of vessels entered: 80 steamers, 3 schooners, 3 sail, 1 bark. Cleared: 80 steamers, 1 schooner, 5 sail, 1 bark, 1 brig. Aggregate tonnage, 156,735.
§ Classes of vessels entered and cleared: 5 steamers; 3 vessels not reported. Aggregate tonnage, 6,002.

LIBERIA

Navigation and commerce of the United States with Liberia for the year 1870.

PORTS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.
GRAND BASSE.	5	Monrovia.....	3	Cape Palmas.....	4	Provis'ns, tobacco, rum, and lumber.	\$31, 330 00	4	Palm oil and canwood....	\$33, 400 00
	1	Teneriffe.....	4	Monrovia.....	2			3	Not reported.....	
	1	Simoe.....	1	Sold.....	2			1	Sold and took Liberian flag.	
	1	Cape Palmas.....			2					
	8		8		8			31, 330 00	8	
MONROVIA.										
	1	Santa Cruz.....	2	Grand Basse.....	1	Tobacco, provisions, and as- sorted merchandise.	11, 000 00	1	Balance of inward cargo.	
	2	Grand Basse.....	1	New York.....	1	African produce.....	Not stated.	1	Yet on the Liberian coast.	
					1	Not known.....		1	Palm oil, canwood, coffee.	16, 259 86
	3		3		3		11, 000 00	3		16, 259 86
From June 10 to June 30, and quarter ending Sep- tember 30.†										

* Classes of vessels entered: 3 brigs, 3 schooners, 2 barkas.

† Classes of vessels entered: 3 barkas.

Cleared: 3 brigs, 2 schooners, 2 barkas, 1 schooner sold. Aggregate tonnage, 1,659.

Cleared: 3 barkas. Aggregate tonnage, 683.94.

MADAGASCAR.

Navigation and commerce of the United States with Madagascar for the year 1870.

MADAGASCAR.

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PORT.	VESSELS.				CARGOES.			
	ENTERED.		CLEARED.		INWARD.		OUTWARD.	
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.
TAMATAVE.	2	Salem	3	Zanzibar	1	Cotton and general cargo.	\$130,000 00	1
	1	New York			1	Cotton cloth and general cargo.	147,300 00	
					1	Cotton goods and general cargo.	89,173 00	
	3		3		3		366,173 00	3
Nine months ending June 30.*						The whole inward cargo, with the exception of 100 bags salt.	\$139,700 00	
						30 tons rice	562 00	
						30 bags India rubber	946 00	
						370 hides	337 00	
						Part of inward cargo—cotton cloth and general cargo.	81,893 00	
						The balance of inward cargo—cotton goods and general cargo.	34,173 00	
							946,894 00	

* Classes of vessels entered and cleared: 3 barka. Aggregate tonnage, 1,317.

MEXICO.

Commerce of the United States with the Republic of Mexico during the fiscal year 1869-70.

FIRST SIX MONTHS.*

Custom-house.	Vessels coming from American ports, with specification of their class and nationality.	Tons.	Packages imported.	Weight in lbs.	Value of invoices.	Produced total duties.	Whence.
Acapulco.....	American, 26 steamers, 2 ships, 1 pilot-boat—29 vessels.	90, 272	6, 197	1, 729, 250	\$140, 557 00	\$76, 649 39	San Francisco.
Campeche....	National, 3 brig-schooners; English, 1 brig'tine; American, 1 sch'r; National, 4 pilot-b'ts—9 vessels.	1, 237	12, 246	1, 653, 210	21, 443 88	12, 490 99	New York and New Orleans.
Goazacoalcos.	English, 1 bark; National, 1 schooner—2 vessels.	776	1, 076	225, 960	13, 118 00	3, 188 04	New Orleans.
Manzanillo...	American, 16 steamers, 1 bark—17 vessels.	57, 929	5, 995	1, 214, 715	118, 794 00	37, 580 07	San Francisco.
Mazatlan.....	American, 7 steamers, 1 frigate, 1 brig-schooner—9 vessels.	23, 544	1, 067	219, 861	21, 650 00	8, 216 15	San Francisco.
Matamoras....	American, 2 steamers, 1 schooner, 20 scows—23 vessels.	748	2, 393	48, 974	62, 154 97	17, 894 76	Brownsville & New Orleans.
San Blas.....	American, 3 str's....	5, 012	3, 282	656, 408	122, 571 04	24, 206 06	San Francisco.
Sisal.....	American, 9 str's; English, 2 brigs; National, 1 sch'r, 3 pilot-boats—15 vessels.	9, 470	38, 102	7, 690, 916	401, 710 00	127, 615 04	New York, New Orleans, and Philadelphia.
Tabasco.....	National, 2 steamers, 1 pilot-boat; American, 1 pilot-boat—4 vessels.	702	5, 401	1, 080, 200	33, 488 00	5, 948 21	New York, New Orleans, and Galveston.
Tampico.....	American, 1 sch'r, 5 pilot-boats—6 vessels.	731	5, 578	1, 107, 600	29, 741 00	6, 314 07	New Orleans, Galveston, Pensacola, & New York.
Tuxpan.....	National, 2 pilot-b'ts; American, 2 pilot-boats—4 vessels.	149	745	149, 000	2, 904 72	807 06	Galveston.
Ventosa.....	American, 1 brig....	85	271	5, 060	10, 088 00	3, 349 23	San Francisco.
Vera Cruz....	American, 7 str's, 1 bark, 3 brigantines, 6 pilot-boats; National, 1 schooner—18 vessels.	11, 770	52, 378	10, 475, 606	164, 471 00	81, 583 12	New York and New Orleans.
Monterey Laredo.	8 scows.....		1, 313	21, 415	46, 379 00	25, 806 54	Laredo, Texas.
Piedras Negras.	46 scows.....		2, 588	47, 616	157, 978 17	41, 425 80	Aguila, Texas.
Presidio del Norte.	6 wagons.....		605	121, 000	43, 985 03	6, 316 99	} Albuquer- que, Frank- lin, & Cruces. Newton.
Paseo del Norte.	8 wagons.....		2, 116	423, 200	14, 578 17	5, 726 00	
Zapaluta.....	2 scows.....		211	3, 750	7, 036 00	3, 078 95	
Total.....		201, 778	141, 584	26, 803, 741	1, 418, 567 98	495, 099 47	

Resumé of vessels and transports: 71 steamers, 3 frigates, 3 barks, 4 brigs, 7 brigantines, 6 schooners, 26 pilot-boats, 76 scows—196 vessels. Wagons, 14.

* This tabular statement was compiled in the office of the secretary of the Mexican treasury and transmitted by Mr. Thomas H. Nelson, Minister to Mexico.

Commerce of the United States with the Republic of Mexico, &c.—Continued.

SECOND SIX MONTHS.

Custom-house.	Vessels coming from American ports, with specification of their class and nationality.	Tons.	Packages imported.	Weight in lbs.	Value of invoices.	Produced total duties.	Whence.
Acapulco.....	American, 27 str's; English, 2 barks—29 vessels.	88,955	6,200	744,534	\$320,144 30	\$117,461 71	San Francisco.
Campeche....	National, 3 brigantines, 2 schooners, 4 pilot-boats; American, 1 brigantine, 1 pilot-boat; English, 1 schooner, 1 pilot-boat—13 vessels.	2,206	28,131	2,923,435	193,446 60	54,532 50	New York and New Orleans.
Camargo.....	National, 10 str's, 1 scow—11 vessels.	3,680	2,068	328,789	110,526 00	.....	Brownsville & Rio Grande City.
Guaymas.....	American, 9 steamers, 1 bark, 3 brigs, 2 schooners, 1 pilot-boat; German, 1 bark; Dutch, 1 brig; National, 1 sch'r—19 vessels.	15,275	45,033	2,929,207	458,155 50	91,630 37	San Francisco and Bernard's Inlet.
Matamoras....	English, 1 steamer; American, 1 sch'r, 21 scows—23 vessels.	523	31,249	5,294,191	306,023 71	56,387 15	Brownsville & New Orleans.
Mazatlan.....	American, 3 steamers, 1 bark, 1 sch'r; San Salvador, 1 str; Dutch, 1 bark; National, 1 schooner—8 vessels.	4,743	11,915	198,385	111,256 72	25,654 36	San Francisco.
Manzanillo....	American, 7 steamers, 1 bark; Dutch, 1 bark; German, 2 barks—11 vessels.	24,233	570	84,841	16,663 78	3,521 87	San Francisco.
Mier.....	American, 1 scow.....	.....	589	53,732	14,475 00	.....	Brownsville.
San Blas.....	American, 4 str's.....	10,708	2,816	377,758	116,249 00	6,176 52	San Francisco.
Sisal.....	American, 8 str's, 2 brigs; English, 4 brigs—14 vessels.	11,240	47,460	3,998,561	303,924 54	55,898 92	New York and New Orleans.
Tabasco.....	National, 1 steamer, 1 schooner, 1 pilot-boat; American, 1 bark—4 vessels.	1,030	2,017	331,590	36,245 00	5,765 46	New Orleans & New York.
Tampico.....	American, 4 pilot-boats; National, 1 pilot-b't—5 vessels.	617	1,080	147,216	19,615 16	2,015 62	New Orleans & Galveston.
Vera Cruz....	American, 10 steamers, 1 brig, 2 brigantines, 1 schooner, 1 pilot-boat; National, 2 steamers, 3 schooners, 3 pilot-boats; Italian, 1 brig; English, 1 brig, 1 brigantine, 1 schooner, 1 pilot-boat—28 vessels.	14,427	39,370	7,220,924	945,035 67	173,980 73	New York, N. Orleans, and Brunswick.
Paso del Norte	American, 6 wagons.....	.....	231	28,963	17,964 00	6,614 00	Franklin, Las Cruces, Concordia, Mesilla, and Santa Fé.
Total.....	.....	177,625	212,722	24,562,146	2,960,744 08	599,539 20	

Resumé, total of vessels and transports: 83 steamers, 11 barks, 13 brigs, 7 brigantines, 15 schooners, 12 pilot-boats, 23 scows—170 vessels. 6 wagons.

Resumé of the commerce of the United States with the Republic of Mexico during the fiscal years 1869-70.

Epochs.	Vessels and transports.	Tons.	Packages imported.	Weight in pounds.	Values of invoices.	Duties received by the custom-houses.
In the first six months.	196 vessels	201, 778	141, 584	26, 803, 711	\$1, 418, 567 98	\$495, 090 47
	14 wagons					
In the second six months.	170 vessels	177, 625	212, 722	24, 562, 146	2, 927, 744 98	599, 539 20
	6 wagons					
Totals	366 vessels	379, 403	354, 306	51, 365, 857	4, 346, 312 96	1, 094, 629 67
	20 wagons					

GUAYMAS.

OCTOBER 1, 1870. (Received December 7.)

It would afford me pleasure to notice an increase in the commercial transactions between this port of Mexico and the United States, but the contrary exists. The arrivals of American vessels are about the same as last year, but the value of their cargoes, inward and outward, shows a decrease which is traceable entirely to the general decline of trade, which has had a corresponding effect, with other causes, on all industrial pursuits. Owing to the same reason as mentioned in my report of last year, I cannot furnish you with the official statistical data of the commerce of this port, as the returns are never published, and by order of the government are sent only to the proper department at Mexico.

The following commercial items are from the records of this consulate, and furnished me indirectly through the courtesy of the collector of this custom-house:

Tonnage.—United States vessels entering the port of Guaymas for the year ending September 30, 1870, viz: 8 steamers, 4 brigs, 5 barks, 5 schooners, (22 in all,) 15,812 tons. European vessels, 4 brigs, 2 barks, (6 in all,) 1,344 tons. Mexican, or national vessels, 170 in all, 4,930 tons. The latter are all small craft and in the coasting trade. Total tonnage for year, 22,086.

Imports.—From the United States for year ending September 30, general merchandise, machinery, lumber, &c., (approximate,) \$203,600. Europe, general merchandise, hardware, fancy goods, &c., (approximate,) \$800,000. Total imports, (approximate,) \$1,003,000.

Exports.—The same articles as last year, consisting of salt, hides, some few bags of copper and silver ore and coined silver dollars. To the United States for the year ending September 30, hides, salt, and ore, in all, \$7,407 26. Silver dollars, shipped through the custom-house, \$605,726. Total exports to United States, (approximate,) \$613,123 26. To Europe, in European vessels, the amount is not known, but is small, as the return cargoes of these vessels are outside of this consular district. In English ships of war, (approximate,) in silver dollars from the coasting port of Agrabampo and Zabarros, \$300,000. There is a large amount of dollars shipped contraband, which it is impossible to ascertain. I think it could be safely calculated that at least one-third of that is passed through the custom-house, paying the regular duty (export) of 8 per cent. The total amount of exports is \$913,123 20.

The return cargoes of European vessels are, as a rule, "dyewood" from the State of Sinoloa, (consular district of Mazatlan.) American vessels, after discharging cargoes, (excepting the steamers,) go to the lower

California coast, opposite and south of Guaymas, for gypsum, salt, or ore, but cargoes suitable for return trip are seldom to be had in this port.

The Mexican vessels belonging to this consular district are all in the coasting trade between this State, Sinaloa, and Jalisco.

Port charges.—There is no distinctive difference between Mexican and foreign vessels; excepting the former are exempt from tonnage dues.

The coasting trade, as in our country, belongs entirely to national vessels, but foreign vessels can go from one port of entry to another and discharge part or all their cargoes brought from abroad, saving the regular port charges. The tonnage dues being paid at the port first entered, the vessel is exempt from paying it again at any of the ports she may touch at during the voyage.

The imports from Europe to this port direct have been greater than those of last year, owing to a more satisfactory arrangement being made between the importer and the custom-house. Last year the vessels destined for this port with full cargoes direct from Europe, after remaining outside the port for some days, were sent to Mazatlan and there discharged, and after paying duties there, and thus becoming naturalized, the goods were brought here in coasting vessels. The imports thus brought consist of woolen and cotton fabrics, cutlery, silks, and fancy articles, brandies, wines, porter, ale, &c. As a rule, European vessels in this trade are cleared for port or ports on the Pacific coast, which gives the owners, before the arrival of the vessel, time to make some secret arrangement or agreement with one or two of the custom-house officials, at some one of the custom-houses on the coast, and on arrival the goods are admitted with a reduction of duties, or a portion of the cargo introduced in a contraband manner into the country.

European cargoes are generally bought in Germany or England on twelve and eighteen months' time, and sold on arrival at from six to eight months' credit, while American goods, bought in the United States, are sold for cash, or a short credit of from thirty to sixty days. (Commercial transactions, however, are approximating nearer to a cash basis at this time, the credit system being gradually discontinued. The results are that American merchants and others bringing goods from the United States to this coast, on the steamer or sailing vessels, always in small quantities in comparison with a full cargo from Europe, and paying full duties, are unable to compete with the German and English houses on the coast, who now and always have controlled the importing trade of the Mexican States of the Pacific. It is true that American commerce on the coast, in the last eight years, exceeds that of the eight years previous; but unless the abuses, as mentioned, are not remedied by the faithful administration of the laws regulating import duties, (without favor, irrespective of the quantities of goods being great or small,) American commerce cannot cope with that of Europe; and this explains why, on this west coast, it has such a small foothold.

The arancel (the rules governing the federal custom-houses throughout the republic, and tariff regulating import and export duties) is the same that was adopted in the year 1856, with but few alterations. A new arancel is now under consideration by the Mexican congress, which proposes to modify, to a considerable extent, the onerous import and export duties. Ports of deposit are advocated, as none exist on the coast, also the free exportation of silver and gold, coined or in bullion, and permitting foreign vessels to go to any port or ports, (coasting ports,) to load cargo—the product of the country of any class or kind—not confining them to ports of entry, as at this time.

There are no light-houses on the coast north of Acapulco, and none

in the course of construction, or even contemplation, that I am aware of, but all vessels, foreign as well as national, pay light dues. Steamers, \$200; sailing vessels, of 50 tons and upwards, \$25; less than 50 tons, a proportionate charge. This tax, regarding the steamers, has been modified recently, and instead of, as formerly, paying \$200 at each of the three ports where they touched, making the tax or dues each voyage \$600, pays now \$200 for the round voyage.

American interests in this consular district show little or no change from that of last year. We have no American commercial importing house established at this port. The American line of steamers of the North Pacific Transportation Company, running between San Francisco, California, United States, Mazatlan, La Paz, and this port, still make their forty-day trips. The freight and passenger money earned does not pay the expenses; the source of profit is the salt, from the salt deposit or lagoon at Carnen Island, Lower California, (owned by the company,) the steamer carrying from 600 to 700 tons per trip to California. The cargoes brought by the steamers to this port, or I might say the coast, are general merchandise, machinery, &c., while those by sailing vessels are principally lumber from Oregon and California, as it can be carried at cheaper rates than by steamers. No lumber being produced in Sonora, she depends on the United States almost entirely for this article.

Rates of freight by steamer from and to California, \$12 per ton; rates of passage by steamer from and to California, cabin, \$100; steerage, \$50; rates of freight by sailing vessels from and to California, \$8 per ton, for general merchandise; for ore or salt, from Lower California, (across the gulf from Guaymas,) from \$4 to \$6 per ton. Several times during the past year, no return cargo of salt or ore from the lower California coast could be had, and the vessels were compelled to return to San Francisco in ballast.

No new American mining company, or any other foreign company, has been formed during the last twelve months, and the number of American residents remain about the same as mentioned in my former annual report, and will not exceed three hundred in all, the greater portion of whom are engaged in mining as owners or laborers, some few as traders or retail merchants, as agents for merchants. The number of American mining companies at work at this time, out of the twenty organized in 1863-'64-'65, is three, one of which is realizing a fair profit. American capital actively employed at this time in Sonora will not exceed \$500,000 in all pursuits.

The German, French, and English residents employed in various pursuits, will not, in number, exceed one hundred and fifty. The German, French, and Italians are in mercantile pursuits, and the English, interested as owners of the two mints at Hermosillo and Alamos, and in one mining company situated in the southern part of the State, in which the capital employed approximates \$400,000.

The material condition of this consular district is without any perceptible change for the better; no public works, either in opening roads or building, have been attempted; the hospital at this port, a small building erected by the French in the time of the so-called empire, is unoccupied and going to decay; the one at Hermosillo is occupied, although in a ruinous condition; the one at Ures, ditto. The public schools in the towns of Ures, Alamos, Hermosillo, and this port, I have been informed, have more scholars in attendance than last year; the buildings or houses used for the schools are rented, as the State owns no public school-house; the same may be said of the custom-houses,

(federal as well as interior state,) which are buildings rented by the government.

The number of mines being worked, and the amount of gold and silver extracted, will not exceed the previous year, and as the law requires that all silver and gold must be sent coined, before it can be shipped, or come within thirty miles of the coast, unless in transit to the mints, the coinage of this year may be taken as an approximate sum of what the mines have produced during the past twelve months.

The coinage at the two mints is somewhat less than the preceding year, viz: Year ending September 1869, gold coined, \$200,000; silver coined, \$1,400,000 = \$1,600,000. Year ending September 1870, gold coined, \$210,000; silver coined, \$1,300,000 = \$1,510,000.

Agriculture.—No changes worthy of note; the crops have been a fair average of former years; in some sections partial failures, owing to the drought, and in others better than an average yield. The wheat crop is estimated to be from 700,000 to 800,000 bushels; corn, from 300,000 to 400,000 bushels; beans, from 100,000 to 150,000 bushels; of cotton, a small quantity raised, and I regret that I cannot give the amount; all, however, has been manufactured into sheeting (manta) at the single cotton factory (64 looms) of Sonora, at San Miguel, which has been idle more than one-third of the year. Sugar produced has been but a small quantity, not sufficient for home consumption. The great drawback to the agricultural interests is the lack of cheap transportation to the coast, and the price of grain in Guaymas cannot be taken as a gauge of its worth in the interior of the State, as there is often a difference of from 40 to 60 per cent.; prices in this port, wheat, \$3 to \$4 per fanega, (about 3 bushels;) corn, \$2 to \$2 50 per fanega; beans, \$3 to \$4 per fanega; flour is selling for shipment down the coast at \$6 to \$6 50 per carga, (300 pounds;) the amount of the latter shipped down the coast to Mazatlan, San Blas, and La Paz, will nearly equal 15,000 barrels. The grain and other produce taken to Arizona Territory, United States, during the year, is quite an item, but I have no means of ascertaining, even approximately, the amount or their values.

The colonization of the lands of the Mayo River, under protection of the government, thus far has proven ineffectual. No settlement as yet has been made on the river; very few, if any, legitimate colonists have gone there.

The Apache Indians have been, during the last nine months, more troublesome than ever, owing mainly to the active operations of the United States troops in Arizona against them.

The death-roll of Mexicans waylaid and killed during the past six months by these "Scourges of Sonora" sums up 98 persons of both sexes. The federal government, for the first time in conjunction with the State, is making efforts to wage effectual warfare against these foes of civilization. The State some months since offered a reward of \$200 for each Apache scalp taken within her borders, having made an appropriation by act of the legislature of \$5,000 to meet the payment of said reward. Latterly the reward is increased to \$300 per scalp. Twelve rewards have been paid in the last four months. The federal government this last month has sent an order to the custom-house of this port to pay per month the sum of \$12,000, to be used in equipping and paying troops, under the supervision of the general commanding this State, to operate against Apache Indians. It is to be hoped that Sonora will be enabled to coöperate effectually with the United States troops in Arizona, and result in their extermination, and that the north of the State may again be peopled and reclaimed from the abandoned condition to

which these savages have consigned it. The government will have in the field this month 675 troops in campaign against them. The number of troops in garrison at this port is 200, and on the Mayo River 150. Some 400 troops (federals) are daily expected to relieve the garrison of this post, which is composed principally of the national guard of the State, (militia.)

The proposed railroad from El Paso del Norte, Texas, to the Pacific Ocean, via Guaymas.—There is nothing to report; no work has been commenced, and no notice received in this State regarding the work. The people appear favorably disposed toward the enterprise, but from the bankrupt condition of the country but little capital can be expected from Sonora. This road, if once completed, would give the State an impulse in many ways; especially cheap transportation for the products of her soil to the coast, attracting within her borders a thrifty and civilized population, which would give security from the incursions of the Indians, and gradually elevate her present prostrate and retrograde condition to that of prosperity and progress.

The United States Army supplies pass through this consular district to Tucson depot, Arizona; three cargoes of the same have arrived during this last consular year; the two first have been safely forwarded to their destination, no impediment to their transportation having occurred, and no accident from Indians or other causes taking place. The third and last cargo is being dispatched, and no trouble or difficulty anticipated; both federal and state officers have at all times rendered what assistance was within their power. In this same connection I beg leave to refer you to my dispatches Nos. 51 and 69.

Efforts are still being made that this "transit privilege" (which is only allowed to United States Government supplies) be extended to private merchandise, the government charging, say one-fourth of the duty imposed on imports. I have used my best efforts toward this end, and have the satisfaction of knowing that at last the general government at Mexico has sent a communication to the collector of this port, asking for information, and for the facts connected with the route. It is reasonable to suppose that private merchandise, in amount to from one-half to three-quarters of a million of dollars, would pass annually through this consular district, if this privilege is granted, to Arizona and New Mexico, as it will enable the merchants in Southern Arizona and Southwestern New Mexico to get their goods at cheaper rates than over the routes by which they must now be transported. I hope, during the coming year, to have the pleasure of communicating to the Department that this transit privilege has been granted, and that American shipping and other interests are on the increase in this port and dependencies.

Claims against the United States for damages caused by Indians, &c., as mentioned in my former dispatches, as I have been informed, have gone forward. Due publication was made of the "treaty," and also of the rules and regulations for presenting claims of the citizens of both nations in the official newspaper of the State, and a printed notice issued by this consulate, was sent to all parts of this consular district, agreeably to instructions received from the Department.

Mails and mail routes.—During the past year the weekly mail for the coast south, from this port to Alamos, Mazatlan, and thence to the city of Mexico via Durango, has been changed to semi-weekly. To Hermosillo, a tri-weekly mail; from Hermosillo to Ures, the capital, semi-weekly; from Ures to Arispe, and northeast part of the State, weekly; from Hermosillo to Tucson, Arizona Territory, United States, weekly.

The mail from this port to Hermosillo is carried by stage, (the only stage line in the State,) by all of the other routes on horseback. Postage is 25 cents per $\frac{1}{2}$ ounce for letters, and $6\frac{1}{4}$ cents newspapers.

Newspapers.—The official paper of the State is published weekly at Ures, the capital, and until within the last six months was the only newspaper in Sonora. During that time two weekly papers have been established, one at this port, and the other at Hermosillo; both are called independent journals, devoted to the interests of the State and nation, independent of politics; as yet their circulation is limited, and will not in the aggregate exceed 2,500.

Representatives of foreign nations in Sonora is confined entirely to the United States of America. Before the French intervention, and during the so-called empire, France and Spain were represented in this port by vice-consuls, whose exequaturs were revoked on the reestablishment of the republic; since then no consulate or commercial agency of any nation has been established. This consulate, as far as the laws of nations permit, and with the full sanction of the authorities, extends all friendly aid and assistance to the citizens and subjects of other nations residing here.

Ships of war.—No ships of war of the United States have touched at this port for seventeen months. In February last Her Britannic Majesty's ship Reindeer, and in August Her Britannic Majesty's ship Ringdove, visited Guaymas, and remained a few days, and are the only "ships of war" that have entered the harbor during the year.

The State election last month for local officers in the nine districts comprising Sonora passed off quietly, resulting in the triumph in three of the important districts of the "opposition," (partido del pueblo,) or people's party.

Political condition.—Although the past year has been one of some little excitement, it has ended in no political changes of note in this consular district. The dissatisfaction of the merchants of this port in February and March last, regarding the collection of the consumption tax, (derecho de consumo,) which was, however, satisfactorily arranged by the governor calling a special session of the State legislature, (see dispatch No. 68;) the revolt of the garrison on the 4th of May last, mentioned in my dispatch No. 75; the raid of the faction of General Placido Vega, (see dispatch No. 76 and quarterly report of June last,) on the 28th of the same month; the federal custom-house duties collected by force from the merchants in the before-mentioned raid of Vega, are, by orders of the general government, being again collected, engendering among the merchants a bitter feeling; the sending of federal troops to garrison the ports of La Paz and Guaymas, (the latter troops not yet arrived, but daily expected,) being viewed by many not only as protection against the revolutionists of the States to the south, but as a check upon revolution and pronunciamientos in Sonora—all these things, in some manner, have had a demoralizing effect upon the people of the State, and is shown in the curtailing of business and the sending of surplus capital out of the country, showing that political trouble is still anticipated. That there is a party in this northwest corner of Mexico dissatisfied with the government there is no doubt, but it lacks a leader in whom it has confidence, and is not likely to assume a tangible shape as long as the government is sustained in the States bordering on the south. This unsatisfactory condition of affairs is relaxing the small spirit of enterprise that existed into mere conservative activity, and merchants and others in the different industrial pursuits are concentrating their ability to preserve what they possess, being consoled if, during the past twelve

months, they have avoided losses. It is to be hoped, however, that these sinister shadows of last year may not extend into the future: that the means taken to check Indian depredations on the frontier; the proposed modifications of the laws of trade regarding import and export duties, and the efforts to keep in check revolution, may restore a healthy confidence in the government, and that the State of Sonora, from this time, with her fertile soil, where the fruits of nearly all climates can be cultivated with success; her mines of precious metals undeveloped and abandoned; her coast line, with harbors giving facility of communication with all nations, will recuperate from her present condition and soon take rank, as she deserves, among the first States of the Mexican republic.

A. WILLARD.

LA PAZ.

OCTOBER 5, 1870. (Received December 5.)

There has been no improvement in the business of this port for the past year, and there are no signs of any improvement in the future; the policy of the Mexican government, judging from the action of the federal officers in this port, being to discourage trade with San Francisco, which is the only foreign port with which La Paz has any trade. American vessels are often subjected to great annoyance by the collector of customs, and this has been carried to such an extent during the past year that many vessels are unwilling to take freight for La Paz. The slightest infractions of the laws, although involuntary, are punished with the utmost severity, and vessels are sometimes detained for days awaiting the pleasure of the collector to give them a clearance.

A new ruling of the Mexican government seems intended to destroy the whaling business on this coast, and if enforced, will work great injury to American vessels engaged in that business. I have been notified by the collector of this port that hereafter no vessels will be allowed to remain at any point on this coast, not open for trade, although their object be solely that of fishing, which is equivalent to a prohibition of whaling in these waters, and directly contrary to the practice of the last thirty years.

During the year ending September 30, 1870, there have been twenty-six arrivals of vessels from American ports, of which twenty-five were from San Francisco, and one (with coal for the United States coal depot) from Philadelphia. Twenty-four of these were American vessels, and two, under the flag of Holland.

The imports are all from San Francisco, consisting of lumber, flour, sugar, and miscellaneous merchandise, amounting in the aggregate to \$138,338 27, against \$178,000 for the year preceding, thus showing a falling off in amount of imports, from San Francisco, of \$39,661 63, or nearly 30 per cent. This falling off is unquestionably caused by the extraordinary severity of the officers of the custom-house, as many prefer purchasing goods in Mazatlan, at advanced prices, to bringing them from San Francisco and running the gauntlet at the custom-house, with men watching for the slightest deviation from the rules, in order to extort a fine or confiscate the goods.

The exports to San Francisco for the year ending September 30, 1870, are as follows:

Silver bullion.....	\$144,623 75
Coin.....	52,346 53
Pearls.....	45,000 00

Shells and specimens of natural history.....	\$250 00
Cheese.....	211 80
Salt.....	11,220 00
Oranges.....	540 00
Hides.....	12,903 00
Silver ore.....	1,350 00
Dried beef.....	3,893 16
Panchoe.....	225 00
Whale oil.....	905 00
Dried oysters.....	1,910 00

Amounting to \$275,378 24, against \$151,146 for the preceding year, showing an increase of \$124,232 24, or over 82 per cent. The increase in the amount of bullion shipped during the past year is owing to the fact that during that time the silver ore has been worked in this country instead of being stored for shipment. At this time last year there were nearly 500 tons of silver ore in this place awaiting shipment to Europe, but at present there is not a single ton here for that purpose.

During the year ending September 30, 1870, four German and one French barks have called at this port, which have taken away for Europe—

496 tons silver ore, valued at.....	\$39,840 00
466 tons pearl oyster shells, valued at.....	46,660 00
961 deer-skins, valued at.....	961 00
10 tons pig copper.....	2,500 00
	<hr/> 89,961 00 <hr/>

The war between France and Prussia having caused a considerable reduction in the price of pearls, and the holders being unwilling to sell at present prices, it is impossible to give the precise amount of the proceeds of the fishery for the past year; but enough is known to warrant me in saying that it will not be less than for the previous year, which was—

Pearls.....	\$51,300 00
Shells.....	26,500 00
Total.....	<hr/> 77,800 00 <hr/>

There is no improvement in the business of mining. It is still carried on to some extent, and new discoveries are continually being made; but the numerous restrictions and annoyances to which foreigners, and especially Americans, are subjected, will prevent any great increase in that branch of business, so long as these restrictions and annoyances are continued. During the past year, large deposits of copper ore have been discovered in the middle portion of the peninsula, and gold placers, which bid fair to become of considerable value, have also been discovered near the frontier of California.

Agriculture is still much neglected. A small amount of sugar and corn, and in the middle portion of the peninsula, some raisins, dates, figs, and wine are raised, but with no incentive to exertion, and no means of transportation, it is not probable that the quantity will be much increased in the future. Freights are so high between different parts of Mexico that it is unprofitable to move agricultural products any distance. The price of freight between this port and Mazatlan (250 miles) is from \$10 to \$12 per ton; that is, from 25 to 50 per cent. more than the price from San Francisco to this port, and prices in other directions are in the same proportion. Of course, the cost of land carriage is much above this, and these high freights, together with the municipal and other duties, prevent the possibility of seeking a market for agricultural

products, and must operate powerfully against any improvement in agricultural affairs.

The "Lower California Colonization Company" have recently landed a party of men and commenced a settlement at Magdalena Bay, where they are engaged in boring an artesian well, cutting roads, building houses, &c. The enterprise is looked upon with much favor by most of the people of the country, but the government officials are generally opposed to it and will throw every possible obstacle in the way of its success. The company have an extensive grant from the government, and many valuable privileges, and if they succeed in carrying out their plans, will confer an immense benefit upon Lower California, as well as make a most profitable affair for the stockholders.

During the past year thirty-one foreign vessels have arrived at this port, and I am informed that the receipts of the custom-house have been about \$23,000. To collect this amount there are employed in and around the custom-house from twenty-five to thirty men, and to guard the establishment against fillibusters and revolutionists, two hundred soldiers are stationed here at a cost to the government of about \$50,000 per year. If a liberal, or even friendly, policy were pursued by the government toward foreigners, Lower California would undoubtedly become a rich and prosperous state. It has a fine climate, much good agricultural land, is exceedingly rich in the precious metals and in many varieties of minerals, beside having excellent harbors both on the Pacific and on the gulf of California. But without foreign immigration it must remain very much as it is at present, as but little improvement can reasonably be expected from the native population; and it will continue to be in the future, as it has been in the past, a bill of expense to the Mexican government instead of a source of revenue.

D. TURNER.

TABASCO.

Statement showing the value of imports, exports, and tonnage at the port of Tabasco during the year ending September 30, 1870.

IMPORTS.

Articles.	Whence.	Tonnage.		Value.
		Foreign.	United States.	
Dry goods	England	1,586	850	\$156,345 00
	United States			13,496 00
Groceries	Havana			17,863 00
	United States			18,463 00
Hardware	England .....	.	.	32,416 00
	United States			8,513 00
Total .....	.....	.....	.....	247,098 00

EXPORTS.

Articles.	Where to.	Tonnage.			Value.
		Foreign.	Ameri- can.	Mexican.	
Hides.....	{ Havana.....	12,856	5,807	942	\$12,350 00
	{ United States.....				6,786 90
Indigo.....	{ England.....				5,316 00
	{ England.....				93,470 00
Mahogany.....	{ France.....				28,300 00
	{ Germany.....				43,500 00
	{ United States.....				34,289 00
Logwood.....	{ England.....				6,843 00
	{ United States.....				3,799 00
Corn.....	{ Interior of Mexico.....				125,686 00
Total.....					360,339 90

H. Ex. 93—20

F. M. DE NEMEGYEL.

COMMERCIAL RELATIONS.

Navigation and commerce of the United States with Mexico for the year 1870.

[illegible]

LA PAZ.

Year ending Septem-
ber 30,†

Year ending Septem- ber 30,†	San Francisco Philadelphia Guaymas	San Francisco Guaymas Manzanillo San Blas Fishing voyage Fish g and whal- ing.	Miscellaneous merchandise Lumber and merchandise Coal Lumber Assorted merchandise Lumber and assorted merchan- dise.	19,942 00 46,854 25 9,106 00 3,000 00 25,874 38 22,919 75	1 1 3 1 1 3	Hides, ore, bullion, and coin Hides, ore, bullion, and pearls Bullion, coin, dried meat, &c. Salt Hides, dried beef, silver bul- lion, and coin. Hides, silver bullion, and coin. Ballast. Nothing	18,038 71 52,653 70 33,126 73 400 00 74,823 61 94,753 50
	23	25	22	196,996 38	15		273,848 25
Nine months ending June 30,‡	19 14 1 1	San Francisco Panama Guaymas Manzanillo	14 18 1 2	Panama San Francisco Peru Europe	21 14	1,907 packages of general mer- chandise. Groceries, dry goods, petro- leum, drugs, California wines, &c.	3,400 00 2,100 00 2,187 32 800 00 2,590 00 18,000 00 13,360 00 5,600 00 479,300 00
	35	35	35	955,430 00	36		525,877 52
Six months ending Mar. 31,||	2 9	Calcasieu, La Brownsville.	2 9	Lumber Ballast.	6 3 3	Hides, wool, skins, &c. Hides, wool, skins, cotton Copper, iron, &c. Ballast.	119,566 00 56,461 00 176,027 00
	11	12	11	1,450 00	11		1,116,000 00 1,945,000 00
Nine months ending Dec. 31, 1869, March 31 and Sept. 30, 1870,¶	24 11 2	San Francisco Guaymas La Paz.	13 1 4 7	San Francisco La Paz Manzanillo Gulf of Calif.	6 6 3	Eagle dollars, fruits, and hides. Eagle dollars and merchan- dise.	1,116,000 00 1,945,000 00

* Classes of vessels entered: 41 steamers, 2 schooners. Cleared: 41 steamers, 2 schooners, 1 ship. Aggregate tonnage, 135,415.
† Classes of vessels entered: 6 steamers, 3 barks, 2 brigs, 4 schooners. Cleared: 6 steamers, 3 barks, 2 brigs, 4 schooners. Aggregate tonnage, 11,562.
‡ Classes of vessels entered: 9 steamers, 1 bark, 4 brigs, 9 schooners. Cleared: 11 steamers, 1 bark, 4 brigs, 9 schooners. Aggregate tonnage, 16,615.
§ Classes of vessels entered: 24 steamers, 3 barks, 2 brigs, 1 ship. Cleared: 24 steamers, 3 barks, 2 brigs, 1 ship. Aggregate tonnage, 70,353.
|| Classes of vessels entered: 9 steamers, 2 schooners. Cleared: 9 steamers, 2 schooners. Aggregate tonnage, 3,383.
¶ Classes of vessels entered: 19 steamers, 9 brigs, 5 schooners, 4 ships. Cleared: 19 steamers, 9 brigs, 5 schooners, 4 ships. Aggregate tonnage, 36,023.

Navigation and commerce of the United States with Mexico for the year 1870—Continued.

PORTS.	VESSELS.			CARGOES.					
	ENTERED.		CLEARED.	INWARD.		OUTWARD.		Value.	
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.		Description.
MARITIAN—Cont'd. Nine months ending Dec. 31, 1869, March 31 and Sept. 30, 1870.*	37		9 Guaymas 1 Lost in port 1 On a cruise			11	Cargo not stated		
					\$445,870 00	31		\$2,351,000 00	
MINATITLAN. Nine months ending June 30,†	3 1 1 5	Galveston. Vera Cruz Key West	4 New York 1 Condemned	5 Ballast.		1 2 1	Mahogany and cedar. Cedar and fustic Ballast.	4,600 00 7,807 00 12,307 00	
						4			
TABASCO. Nine months ending December 31, 1869; June and September 30, 1870;‡	1 1 4 1 1 3 3 1 1 1 17	Vera Cruz Galveston New York Greytown New Orleans Havana Indiana Aspinwall Key West Mobile	9 New York 2 Boston 2 Falmouth 2 Hamburg 2 Havre 1 Havana 1 Indiana 1 Aspinwall 1 Key West 1 Mobile	4 General cargo. 1 Part cargo general merchandise 13 Ballast.	36,833 00 2,630 00	4 2 1 10 1	Mahogany, logwood, hides. Mahogany and logwood. Hides and logwood. Mahogany Ballast.	15,016 18 1,703 50 4,399 08 61,177 86 1	
						18		82,206 69	
TAMPICO. Six months ending De- cember 31, 1869, and June 30, 1870 §	3 2 1 6	New York Pensacola Galveston	4 New York 2 Pensacola	3 Assorted Lumber.	3,112 00	4 1	Produce Ballast.	139,767 00 139,767 00	
						5			

MUSCAT AND SIAM.

Navigation and commerce of the United States with Muscat and Siam for the year 1870.

PORTS.	VESSELS.			CARGOES.			
	ENTERED.		Where for.	INWARD.		OUTWARD.	
	No. of Vessels.	Where from.	No. of Vessels.	Description.	Value.	Description.	Value.
BANGKOK, SIAM. Year ending September 30.*	6	Singapore.....	5	Ballast.....		Rice, sapan-wood.....	\$96,930 00
	7	Hong-Kong.....	6	Not reported.....		Rice.....	33,000 00
						Rice and hides.....	27,211 00
ZANZIBAR, MUSCAT. Year ending September 30.†	13		11			Rice, buffalo hides, sapan-wood, and tin.....	36,336 00
						Ballast.....	
							183,477 00
	3	Salem.....	3	Domestics, powder, &c.....	\$315,267 10	Hides, copal, &c.....	25,518 52
	4	Whaling.....	4	None.....		Ivory, copal, &c.....	252,051 90
	3	Aden.....	1	General cargo.....	168,841 00	Ivory, copal, hides, ebony, &c.....	71,000 70
	2	New York.....	4	Domestics, flour, and kerosene.....	53,625 00	Not reported.....	
	1	Boston.....	1	Not reported.....		Ivory, hides, clovea, &c.....	960,881 73
				Resin.....	650 00		
				Cottons, resin, specie, &c.....	61,268 00		
				Cottons, powder, and resin.....	66,700 00		
	13		13		676,351 10		609,452 64

* Classes of vessels entered: 5 ships, 3 brigs, 4 barks, 1 not reported. Cleared: 5 ships, 2 brigs, 4 barks. Aggregate tonnage, 7,857.81.

† Classes of vessels entered: 11 barks, 2 brigs. Cleared: 11 barks, 2 brigs. Aggregate tonnage, 4,930.30.

MOROCCO.

TANGIER, October 22, 1870. (Received December 9.)

Report on the trade and commerce of Morocco during the year 1869.

The number of ships, both steamers and sailing vessels, which entered ports of Morocco, from all countries, during the year 1869, was 1,101, of 170,526 tons, and the number of their crews 13,499. The number of vessels that cleared from Moorish ports during the year was 1,095, of 168,932 tons, the number of their crews being 13,446. These figures represent a marked increase in the number of vessels, and more particularly in tonnage, when compared with the arrivals and clearances during the six preceding years. This increase is accounted for chiefly by the formation of a new line of steamers trading between this country and the port of London, which touch at Lisbon, Gibraltar, and the principal ports of Morocco. The French line of steamers trading between Marseilles, Gibraltar, and the ports of Morocco has also been augmented by the addition of one vessel, which sails, however, under the Spanish flag.

The principal cause of the general depression of trade and commerce in Morocco in the year 1868 was the continued failure of the grain crops. During the year 1869 the export trade revived, and although the exports fell short of the average of the seven years preceding 1868, yet they offer a very favorable contrast with those of that year. Had it not been for a repetition of the same cause, namely, the deficiency of the grain crops, the exports would probably have been fully equal to the average of former years. The average value of exports from Morocco during the seven years preceding 1868 was \$4,065,390. In 1868 the value of exports fell to \$2,558,570, of which the exports to England were \$1,529,130. In 1869 the total exports rose to \$3,516,650, of which the exports to England amounted to \$2,234,170. There was thus an increase of \$958,080 in the total exports, and of \$705,040 in the exports to England as compared with 1868.

The amount of specie exported from Morocco in 1869 was \$413,820. The exportation of cereals was almost null. The exportation of wheat and barley is at all times prohibited, but maize, beans, and chick peas are usually exported to a considerable amount. The prohibition which was placed upon the exportation of these last-mentioned descriptions of grain, commencing from about the middle of January, 1868, was removed on the 1st of May, 1869, for the term of one year, in anticipation of an abundant harvest, but prices subsequently rose so high that merchants were prevented from taking advantage of the removal of the prohibition. About 2,700 quarters of beans were exported from the ports of Tangier, Larache, and Daralbaida, for England and Spain, at prices varying from \$9 to \$10, delivered on board. No shipments were made of maize, and only 500 quarters of chick peas were reported. An unusually active business was done in bird seed, which has never before been so largely exported from the ports of Morocco. From the port of Larache alone upwards of 45,000 hundred weight of this grain was exported to England, and from the port of Tangier 28,400 weight were exported to England, and 6,600 weight to Portugal. The shipments to England were all made in British vessels. Sales were made by contract at from \$1 25 to \$1 50 per hundred-weight, delivered on board.

Hides were very largely exported throughout the year, principally for London from Tangier, Mogador, and Mazagan. The exportation of this article was increased by the great mortality which prevailed among horned cattle toward the close of the year. A very active business was done in goat-skins, chiefly for Marseilles. Mogador is the principal port from which this article is shipped.

Transactions in wool were limited at the commencement of the year, the large stock of Morocco wool known to be on hand in France discouraging speculation. For this reason prices declined greatly, at first, being lower than were known for many years past, but later in the year prices somewhat recovered. The English market showed more than usual animation. Twenty-four thousand two hundred ninety-six hundred-weight of wool in grease, and 6,409 cwt. of washed wool were exported to England, and 9,009 cwt. of wool in grease, and 22,081 cwt. of washed wool were exported to France during the year. The purchases of Morocco wool made for France are generally very much more extensive than those made for the English market. The wool that will be brought into the market in 1870 is expected to be, and actually is, of inferior quality, owing to the sickness which has prevailed among the sheep. The demand for wax for European markets was rather slack, but prices were firm. The crop of dates was very abundant and of excellent quality. Prices were high, and nearly the whole produce was exported during the last months of the year for the London market.

There was a fair demand for oil for Europe at the commencement of the year. Prices ruled low, not exceeding \$11 25 the cwt. About June prices began to rise, and sales were made at about \$14 50 the cwt. In August and September, when it became apparent that the new yield would be very small, prices rose to \$17 50 the cwt. The local demand also became greater, and consequently shipments for Europe ceased. Owing to the failure of the almond crop only a very small quantity was exported. The freights from the port of Tangier were as follows: wool, \$14 25 per ton; bird seed, dates, hides, and similar articles, from \$3 50, \$4, to \$5 per ton in British steamers.

The import trade of Morocco experienced, during the past year, a considerable falling off as compared with previous years. The average value of the imports during the seven years preceding 1868 was \$4,292,835, and the value of imports from England and her colonies \$3,494,385. In 1868 the value of the imports fell to \$4,228,050, and of the imports from England and her colonies to \$3,374,710. But in 1869 the total value of imports amounted only to \$3,613,780, and of the imports of England and her colonies to \$2,960,395, a decrease of \$614,470 on the total imports, and \$414,315 on imports from England as compared even with the year 1867.

This decline of the import trade is accounted for by the renewed failure of the harvests, which has greatly impoverished the agricultural classes and rendered them unable to offer home produce in exchange for foreign goods. Some of the very articles sold to foreign markets have swollen the list of exports, being merely the evidence of their losses, such as the hides and skins of their cattle which have perished from sickness.

England maintains yet its position as the country which supplies Morocco most largely with foreign products. Following Great Britain comes France, which, during the past year, furnished Morocco with goods to the value of \$526,710. The value of goods imported from other foreign countries is but small; from Belgium, goods to the value of \$4,795; from Portugal, to the value of \$16,625; and lastly, from the neighboring

country of Spain, (which coast is but fifteen miles from these shores,) to the value of \$12,875 only. The amount of specie imported into Morocco in 1869 was \$385,450.

Notwithstanding the hopes of an abundant harvest that were entertained at the commencement of the year, the grain crops again proved to be very deficient throughout the empire. In some districts the scarcity was so great that grain was not to be found in sufficient quantity to supply the wants of the population; and the people were compelled, in the southwestern districts, to have recourse to grain that had been kept for years in underground stores and had become putrid. The use of this unwholesome grain produced a fatal sickness during the summer months, which had all the character of Asiatic cholera, and which carried off a considerable number of persons. The distress among the agricultural classes, who had already suffered severely from a series of short harvests, during three successive years, was very great. To add to the general misery, a fearful mortality prevailed at the close of the year among the sheep and horned cattle, whole flocks and herds being, in certain parts of the country, swept away by sickness. This mortality was caused by prolonged drought followed by heavy and continued rains, and the cattle, reduced and out of condition from want of pasturage, died in great numbers when exposed to damp and severe weather.

It is calculated that in the districts between Mazagan and Morocco, from 50 to 75 per cent. of the cattle have perished. In consequence of these combined misfortunes the farmers and peasants are, for the most part, without the means of purchasing the seed and oxen requisite for carrying on their agricultural operations, and on this account, comparatively little land has this year been brought under cultivation.

FELIX A. MATHEWS.

NETHERLANDS.

FLUSHING.

SEPTEMBER 29, 1870. (Received February 9.)

In this port have been cleared, in the course of 1870, 160 vessels inward, measuring together 14,453 tons; and 57 vessels outward, measuring 5,992 tons.

Flushing is one of the finest and best seaports in Europe, and is sure to develop in a commercial city as soon as the railway shall be completed. This railway will be the shortest way to Germany, and therefore very apt to be used for the transit trade.

I wish also to call the attention of any speculator or commercial house to the facilities which our new docks, when completed, will offer for any transatlantic line of steamers. It is reported that our railway and connected works will be completed in 1872. The port of Flushing is always accessible, even in the severest winters.

J. J. T. HECTOR.

ROTTERDAM.

I.

SEPTEMBER 30, 1870. (Received October 20.)

The past year, beginning with the month of October, 1869, and end-

ing with that of September, 1870, contains two very different periods. In the first one the commerce, industry, and navigation of the Netherlands exhibited signs of a very promising revival and of a very healthy state of affairs. Business transactions were limited to the supply of the real wants; no extraordinary speculations took place, except, for a moment, in grain, which did not, however, affect the general state of commerce. The trade with foreign countries showed more liveliness than for some time past, and that with the United States was on the increase.

The coffee auctions, so important to the prosperity of the Dutch commerce, had very good results, and that of the middle of June surpassed even the high expectations of the business community. The discount of bills of exchange, which in the beginning of the year was 5 per cent., had come down to 3 per cent. at the end of June, a sure promise of a further prosperous state of commerce. But the first signs of diplomatical complications between France and Prussia ended that favorable state of things. While in the first days of July there still were prospects of a great activity in commerce, and especially in coffee, the threatening attitude of France stopped that movement, and the declaration of war caused a complete cessation of commerce. Toward the end of July there were no more exports to foreign countries. The communication with Germany, by railroads and by navigation on the Rhine, was completely interrupted for some time. Before the blockade of the German ports was established, the steamboats continued their voyages under the Dutch flag, between Rotterdam and those ports. On the Dutch markets a complete stagnation reigned, the absolutely necessary objects only being bought. The Netherlands Commercial Company could sell but one-third of its sugar, and had to stop the sale of other colonial products. The discount rose gradually to 6 per cent. for bills of exchange, and to $6\frac{1}{2}$ per cent. for loans. In consequence of the traditional cautiousness and reserve of the Dutch mercantile community on the eve of a crisis, this high rate of discount, however, had not on the markets of this country the same pernicious effect which it exercised elsewhere.

The success of the German armies somewhat improved the situation. The commercial company announced, for August 31, one of her regular sales of coffee, which had been interrupted, and the results of it surpassed all expectations. Most of the different qualities of coffee were sold at prices higher than those fixed by the company as the minimum.

In the beginning of September, the Netherlands banks reduced the rate of exchange by one-half per cent. But the proclamation of the republic, and the increasing uncertainty about the prospects of a speedy peace, have destroyed the confidence and hopes which manifested themselves after the surrender of the French Emperor and of McMahon's army. There is, nevertheless, some slight improvement in the general trade, and the exports to the United States also seem to revive a little. The communication with Germany has become easier. It is now open to North and Middle Germany, Bavaria, and Austria, but without guarantee on the part of the railroad administrations, as far as the delivery of goods at a fixed time.

The transport of merchandise by steamers on the Rhine is again regular, but at an increased price of fifty per cent. While the general commerce of the Netherlands was thus prostrated by the war, the transit business increased to such an extent that the houses engaged in that branch can, with the greatest exertions, scarcely suffice to the immense amount of business that has suddenly been passed into Rotterdam.

This port has become the forwarding agent for the whole German commerce. All the goods which were hitherto shipped for America at Bremen and Hamburg pass now via Rotterdam through England to their places of destination. At present about 1,500 tons of merchandise are shipped, per week, at Rotterdam via Liverpool, while, before the war, about 200 tons went that way. That state of things led to the trial of a direct communication by steamers between Rotterdam and New York. Mr. Webb's steamer, the Santiago de Cuba, which is now at Havre, is expected to leave Rotterdam for New York on the 7th of October. Some hopes are entertained that this trial may lead to a permanent result, but past experiences do not allow us to accept them with much confidence. Since the approach of the German armies to Paris a great amount of goods is sent from Havre to this port to be stored for safe keeping. The wharves are encumbered with cotton bales.

The general trade of the Netherlands during the years 1868 and 1869 shows the following results:

	1868.	1869.
	<i>Florins.</i>	<i>Florins.</i>
Imports	578,265,475	575,920,713
Exports	474,424,904	507,290,378

For the first six months of 1870 the total imports and exports have not yet been evaluated in florins by the department. Inclosure No. 1 shows the amount of the trade between the Netherlands and the United States for the year 1869, and inclosure No. 2 that for the first six months of 1870.

The report of the chamber of commerce of Rotterdam on the state of affairs in this city during the year 1869, offers the following general data:

The year 1869 has not been more favorable than the three preceding ones, although no peculiar calamities took place. This want of activity in commerce, industry, and navigation cannot, for the year 1869, be ascribed to apprehensions of war, nor to a deficiency of capital, nor can it be considered as the consequence of the bad harvest of the two preceding years, for the prices of provisions were moderate and the trade in grain even lively.

The depressed state of commerce, industry, and navigation must be considered as somewhat a normal consequence of the general crisis through which the Netherlands have to pass from the long enjoyment of their privileged colonial rule and trade, to the forced adoption of the modern system of commerce.

Among the different branches of industry of this city, the sugar refineries alone have been very flourishing; their business has vastly increased during the year 1869. The growing importance of that branch of industry in Holland is shown by the following statement of the exports during the last three years; it amounted in 1869 to 92,541,000 kilograms; 1868, to 85,622,000 kilograms; 1867, to 78,227,000 kilograms.

The distilleries continued in 1869 to be in the prosperous condition of latter years. The decreased exports to the United States were compensated by an increasing export to Australia, Buenos Ayres, and, for the first time, also to the East India colonies. The manufacturing of garancine was not in a very prosperous state in 1869; over-productions of the preceding year, and the depression of the manufacturing business in general, were the cause of it.

The cotton-printing factories situated in the vicinity of Rotterdam continued to suffer from the depressed trade in that article with Java.

The markets of Germany and Belgium, which might offer a very important outlet to the Dutch cotton factories, are not accessible to them on account of the high duties put on their goods in both countries. In Belgium that duty amounts to 15 per cent. ad valorem, and in Prussia to 16 thalers per 50 kilograms. The Dutch manufacturers bitterly complain about these high duties, while in Holland the foreign article is only taxed with 5 per cent.

Ship-building showed no signs of improvement during the year 1869; not one single new vessel was launched, and but one vessel, measuring 1,140 tons, was put into construction. The commercial fleet of Holland, once so powerful, is now in a state of inferiority, which is a subject of great concern to the country. The cause of the present crisis goes back to the time when Holland was incorporated with the first French empire. After the recovery of their independence, the Netherlands found themselves absolutely without a mercantile fleet. Some old ships were decaying in the docks, and scarcely twenty vessels were fit to go to sea; there were no sailors nor ship-owners; Holland had lost the traditions and the habit of that natural branch of her industry. Efforts were then made to reconstruct a mercantile fleet by buying some foreign vessels, but the effect of such a measure could not bring about any real amelioration in the sad state of things. The regeneration of the Dutch mercantile fleet is due to the Netherlands Commercial Company, created by King William I, in 1824, with a capital of 30,000,000 florins. Although the bold entering upon large operations brought to that company very heavy losses, in the beginning of its career, it gave a powerful and beneficial impulse to the shipping business by the high rate of freight which it paid. But the real revival of the Dutch shipping business took place after the year 1832, in consequence of the privilege obtained by the company to transport from Java to Holland the produce of that colony, which, under the newly-introduced agricultural system, vastly increased from year to year. Soon there were not vessels enough to carry these rich harvests to the mother country. The price of freight amounted to 240 florins per 1,200 to 2,000 kilograms, according to the nature of the goods. The company guaranteed two voyages to each vessel to be built. The consequences of so powerful an encouragement proved to be injurious to the company as well as to the true interests of the shipping business. Too many vessels were built, and an unhealthy state of things manifested itself very soon. The company, instead of adopting the rational system of allowing the ship-owners to make their own prices of freight, according to the demand and supply, continued to charter ships at a fixed rate, taking them by rotation. Nevertheless, the price of freight finished by coming down to 105 florins, which was, however, still higher than that paid by private commerce. The ship-builders increased the size of their new vessels and lowered the wages of the crews. In the beginning, very few vessels had a tonnage of more than 500 tons, while they now reach 1,800 tons. Three years ago, the company adopted the rational system of submitting every month to competition the freight which it has to dispose of. The prices are now from 65 to 95 florins per two tons. In the private commerce the price of freight from Batavia to Holland has, in 1869, come down to 32 florins, which is far from being remunerative. Moreover, the Dutch vessels have now to compete with those of other nations, for all differential duties are abolished, even for the trade between the colonies and the motherland, except for those countries which, possessing colonies, refuse to grant reciprocity.

The following table shows the state of the Dutch mercantile fleet from

1859 to 1870. It will be seen by it that the number of sailing vessels is constantly decreasing, while the steamers are increasing :

Years.	Ship-owners.	Vessels.	Tonnage.	Sea voyages.	Steamers.
1859.....	1,190	2,072	534,474	-----	-----
1860.....	1,168	2,023	510,983	508	38
1861.....	1,166	1,973	490,190	479	37
1862.....	1,139	1,948	480,684	448	39
1864.....	1,074	1,857	460,574	417	39
1865.....	1,033	1,837	466,421	413	41
1866.....	933	1,835	469,384	408	44
1867.....	1,012	1,816	467,263	396	42
1868.....	911	1,720	448,286	368	43
1869.....	889	1,669	442,223	353	45
1870.....	837	1,581	440,770	348	47

The ship-building business offers great advantage in the Netherlands, and can compete with any other nation, for there are no duties to be paid on the material, even for iron vessels. The wages of the crew are lower than in all other countries, with the exception of Sweden, Norway, Denmark, and Russia. The law puts no restraint on the taking of foreign seamen, and a great many sailors of the last-named nationalities are in the service of the Dutch mercantile fleet.

There exists no official examination for captains or mates of trading vessels, but five private boards of examination have been established, and no ship-owner can engage an officer who has not obtained a certificate of capacity from one of them. The pilot duties are the same for all flags, and the law makes no distinction between the coasting trade and sea voyages. Steamboats gradually supersede the sailing vessels; in the coasting trade this is already done. The vessels formerly engaged in it are now used for sea voyages; the consequence of it is that the price of freight is still more depressed.

In the port of Rotterdam the steamboats have for the last three years carried by far the largest amount of freight; 1867, 1,255 sailing vessels, 326,377 tons; 1,500 steam voyages, 661,754 tons; 1868, 1,288 sailing vessels, 336,373 tons; 1,531 steam voyages, 688,242 tons; 1869, 1,164 sailing vessels, 301,428 tons; 1,724 steam voyages, 797,095 tons. To remedy the depressed condition of the mercantile fleet the chambers of commerce of Holland propose the following measures: 1. To cease building sailing vessels. 2. To change the iron-built sailing vessels into steamers. 3. Henceforth to exclusively build steamboats.

The fishing trade.—Up to the last four years this branch of industry had been subjected to very stringent regulations, especially the herring fishery and trade, in order to guarantee good qualities, and to maintain the reputation abroad. Heavy import duties, even prohibitory laws, existed against the foreign article. Most of those regulations, as well as the import duties, have been abolished, and trade is open to free competition. A great increase of the fishing fleet has been the consequence of this change of system.

The financial situation.—During the dangerous crisis, caused by the sudden declaration of war, the financial world of Holland has fully shown the eminent qualities which give to it so great a solidity, prudence, wisdom, and energy. Also no country passed easier and with less injury through the severe trial, brought on by the breaking out of

so tremendous a war, in the midst of a situation which had been declared completely safe, and offering full guarantee of a lasting peace by all the governments of Europe. This terrible deception has made on the commercial industry and financial world a very deep and angry impression, and leads to conclusions and resolutions which will undoubtedly influence the dispositions of the people at large toward the powers in whose hands all the interests of the public are lying.

I shall endeavor succinctly to show how Holland passed through the crisis. The declaration of war and the apprehensions of its spreading over the greater part of Europe had, of course, a most injurious effect on the whole business community of Holland. The extreme difficulty of disposing of bills of exchange, which arose at once, was for the Dutch commerce a threatening calamity, especially felt in Rotterdam, where the export trade is mainly based on bills of exchange. That difficulty was greatly increased by the extreme restriction put on the discounting of bills in Germany and France; for both these countries, particularly Germany, are important markets for the Dutch export trade.

The successes of the German armies, removing all fears and probabilities of an invasion of Germany by the French, restored confidence and improved the financial and commercial relations between Holland and Germany, the main element of the Dutch continental commerce.

To the Bank of the Netherlands it is principally due that the first and most threatening moment of the crisis passed without disasters, which might have led to a general ruin. The difficulty, almost the impossibility of discounting bills of exchange, compelled the merchants to raise loans on their goods in store, in order to fulfill their engagements. The liberality of the Bank of the Netherlands provided the merchants with the means of salvation. It granted loans of large amounts and discounted bills with good indorsements with the same facility as before the crisis. It must be noticed that the wise system of that bank, of keeping, even in ordinary times, a very large amount of coin, especially if compared with its notes in circulation, enabled it to satisfy the extraordinary wants of commerce and even to offer to it, at a certain moment, 40,000,000 florins more than in ordinary times. In order to prevent too great a pressure upon its means, the bank had at once raised the discount from 5 per cent. to 6 per cent., preventing also, by that measure, too great an efflux of silver coin. Holland has shown during the late crisis that it can bear a circulation of bank-notes to a higher amount than perhaps any other nation; for, with a population of about three millions, there was, at a certain moment, a circulation of notes of about 160,000,000 of florins, which never sank under par, and even at the height of the crisis there was no rush on the bank for coin.

Holland has thus passed through the crisis without suffering any extraordinary calamity, but it is evident that it escaped the threatening fate mainly through the power and wisdom of the Bank of the Netherlands. That institution never brought to public auction goods of merchants who were unable to keep their engagements in the midst of the crisis, but settled all such cases by transactions. Had the bank not acted so liberally; had it compelled its creditors to throw their goods into the market when there was no chance of selling them scarcely at any price, numerous heavy failures would have been the inevitable consequence, and ruin would have been spread all over the country. Instead of such a calamity, we see Holland returning already to its normal state. The Bank of the Netherlands has lowered its discount to 5 per cent., and in the market money is still cheaper.

The effect which the war will have on Java is a subject of great anx-

iety to the business community of Holland. A disastrous crisis in that island would have the most serious consequences for the mother country. The first news from Java since the declaration of war has just arrived, dated on the 14th July. The information is laconic and threatening. The war in Europe, it is said, has caused a complete depression of commerce. No business whatever is done. The distrust against private bills on Holland, which existed ere this in Java, and the higher price paid for government's bills as well as for English bills, are to the Dutch commercial and financial world signs of a state of things, in that colony, which portend the outbreak of a terrible crisis. Nevertheless, hopes are still entertained that the depreciation of all goods in the colony will be but transitory and merely nominal; that it will not lead to forced sales. If those hopes are not realized, if numerous forced sales should take place in Java, the effect would be fatal to the business houses and districts of Holland which are engaged in the trade with the East India colonies.

The American bonds, those of the Government as well as of the railroad companies, could not, of course, escape the effect of the financial crisis. Not only the general panic, but especially the forced sale of bonds and stocks, caused a momentary depression. The latter consequence of a crisis is in Holland all the more felt, as the system of raising money on securities is more general, and also resorted to by a great many speculators of limited means. But the depression of the United States bonds and railroad stocks was of short duration, and they have already almost reached their standing before the war. The general effect of the late crisis on American bonds and railroad stocks is, in fact, a very favorable one. The director of one of the principal banks of this city defined this effect to me in the following words:

The United States bonds and the American railroad stocks have considerably gained in the public estimation. The comparison between the position and situation of the United States with the conditions of all other countries leads to the most favorable conclusions for the Union. The wise policy of the United States of keeping free of all connection with European struggles; the firm adherence to that principle, and the sagacious and successful policy of the present administration, give to the United States bonds the preference, even over the best secured government bonds of Europe.

The more mere speculation will withdraw from the money markets, the more the United States bonds will be sought for, as they are eminently considered as safe investments. In the midst of the great speculation in European public funds which reigns still, the import of United States bonds has fallen off, but the views of the financial world of Holland are clearly manifested by the absence of all offers for sale of United States bonds, although there is a great amount of them in the country, and although many English orders for them are daily coming into the market. It is but natural that the different European public loans made in consequence of the war vastly engage capital, as well as speculations, and divert the attention from the United States bonds, but it is safely to be foreseen that they will again attract general and increased attention, as soon as those European loans will be absorbed.

On the American railroad stocks the crisis had a signally favorable influence. The circumstance that not a single one of the railroad companies has failed to keep its engagements, and their highly favorable official statements, have confirmed the public in their view that the stocks of all the prominent American railroads offer a most recommendable and safe investment. The ruling exchanges of Europe have acquired so thorough a knowledge of the character of railroad enterprise in the United States, that they are now able to distinguish reliable companies from doubtful ones; they are now competent to examine and judge all

railroad stocks to be presently introduced. No trustworthy stocks will henceforth have any chance in the European money markets. To the North Pacific Railroad very brilliant prospects are reserved for the time when the present abnormal state of things will cease in the money markets of Europe.

The public finances.—On the 24th of this month the Secretary of the Treasury presented to the second chamber the budget for the year 1871, introducing it by a general review of the financial situation of the country. While he was enabled to make for the years 1868 and 1869, taken together, the pleasant statement that on the 31st of December, 1869, there was a surplus of 313,903 florins, he had to declare that the prospects of the balance for 1870 were far from being favorable. Beside the extraordinary credit of 4,000,000 florins allowed to the war department in consequence of the rupture of the peace, the budget of 1870 had lost an important income by virtue of a decision of the supreme court. Moreover, it is to be foreseen that the general revenue will fall below the estimate in consequence of the indirect influence which the war will have on the country.

The budget of 1870 shows a deficit of 9,885,798 florins and 31½ centimes, the expenses being fixed at 100,912,630 florins 31½ centimes, and the income valued at 91,026,832 florins. Deducting from the deficit the 8,000,000 raised by issuing treasury notes, there remains an uncovered deficit of 1,885,798 florins 31½ centimes.

The budget for 1871 shows a deficit of 9,662,229 80½, the expenses being fixed at 95,426,423 30½, and the income evaluated at 85,764,193 50.

Great extraordinary expenses for public works of improvement of the water-ways have largely contributed to create that deficit, which is therefore not to be considered as a sign of financial mismanagement, nor as the beginning of a normal state of distress of the public treasury. Nevertheless, the declaration of that deficit, accompanied by the significant statement of the Secretary that to cover it there are no more surpluses of former years to be expected from Java, is a warning to the country.

The Secretary proposes to make a loan of 8,000,000 of florins, this sum being the amount of the money spent on railroads built by the government. At the same time the Secretary states that he does not intend at once to negotiate that loan, there being no necessity of it, as the treasury is still in possession of specie—had not yet even been obliged to issue the allowed treasury notes. To complete the railroad system a further loan of 30,000,000 to 35,000,000 of florins would in time be necessary. In conclusion the Secretary strongly insisted on the necessity of rendering the Netherlands independent of the surpluses expected from the East India colonies. The market prices of the colonial products, especially of the principal one, coffee, continue to decrease, and the expenses for the necessities of the colonies increase from year to year. The Secretary said that the chamber had to examine whether the deficit, with the exception of the sums required for the completion of the railroad system, is to be covered by a loan or by establishing an income tax of 1 per cent. This latter proposition had already been made by the Secretary in the month of July, but the chamber did not at that time admit the urgency of taking it into consideration.

The idea of an income tax is not very popular in Holland, especially on account of its elasticity. Less opposition would probably be encountered if assurance could be given that the rate of 1 per cent. would never be exceeded, but the very natural apprehensions of future in-

creases render public opinion averse to the establishment of an income tax by the government; so much the more so as the principal cities have already adopted that measure. The Secretary, at the same time, proposes the abolition of the taxes laid on the exercise of trades and professions. Although the principle of this reform meets with an almost general approbation, many, nevertheless, object to its adoption at the present moment; they deem it imprudent to suppress an income of more than 3,000,000 of florins and think that, under the present circumstances, it would be wiser to maintain this source of income with the necessary reform of the application of the principle.

The financial situation of the country will be henceforth the great question in Holland. The days of an exceptional prosperity, due to the surpluses coming from Java, are over. For more than twenty years Holland has been mainly living on the harvests reaped in that rich East India island. The public debt has been reduced by 240,000,000 florins, and the yearly interest of it by 8,500,000; 900 kilometers of railroads have been constructed, and all that, by the means coming from Java. The surplus derived from that island amounted in 1852 to about 14,500,000 of florins; it had risen in 1857 to 41,500,000, and in 1863 to 40,500,000, but in 1868 it had fallen to 10,750,000, and it is believed that it will come to nothing in 1870.

With the decreasing colonial surplus, the public income at home had to be increased. It was, by direct and indirect taxation, 58,750,000 of florins in 1852; rose to 63,500,000 in 1862, and amounted to 77,000,000 in 1869. The fact is that the Dutch are among the most heavily taxed nations of Europe.

The concluding words of the report of the Secretary of the Treasury deserve to be mentioned, for they contain the restored programme of the new policy adopted by the liberal ministry for the government of the East India colonies:

When the question arises, said Mr. Van Basse, what measures we shall take to insure the future of our finances, the choice is not difficult for me. Preference had to be given to the plan of making a comparatively slight use of our home means. To return to the system of considering the interests of the East India colonies, as subjected to those of the Netherlands, never came into the mind of the government. On a former occasion I have already said that we are not without the means of helping ourselves, but that it needs the will to make use of them.

Agriculture.—On the harvest of 1870 there has not yet any report nor statistical statement been published. From some of the principal grain merchants I obtained the following general information: The harvest of this year is an average good one in quantity, as well as in quality, although the wheat crop has somewhat suffered by the abundant rain of the month of August. The grain is not so dry as it is in very good years.

The export of agricultural products has been larger than in ordinary times, through the increased demands for the German and French armies. Beans, oats, and hay especially have been exported to both parties in very large quantities.

The report of the chamber of commerce of this city contains the following general statement on the harvest of 1869: "The crops, rich when cut, have suffered much by the rain while they were still standing on the fields; a good part of them has, therefore, a watery appearance. As for quantity, the harvest was a very good one. The markets were constantly well supplied. In the total absence of speculation the prices, which had somewhat risen during harvesting time, fell toward the end of the year to a standard 15 to 20 per cent. lower than in the begin-

ning of it. The year 1869 has, consequently, been very calm for the grain trade."

PRICES OF GRAIN.

White Zealand wheat.—In January, 13.45 florins; in February, 12.98 florins; in March, 12.50 florins; in April, 12.53 florins; in May, 12.58 florins; in June, 13.27 florins; in July, 13.66 florins; in August, 14.75 florins; in September, 14.83 florins; in October, 13.92 florins; in November, 12.46 florins; in December, 11.38 florins per 100 kilograms net, which give an average of 13.19 florins against 13.62½ florins for the period of 1840 to 1869.

Rye from Zealand and the islands of South Holland.—In January, 11.39 florins; in February, 10.49 florins; in March, 10.04 florins; in April, 10.27 florins; in May, 10.57 florins; in June, 11.58 florins; in July, 11.25 florins; in August, 12.95 florins; in September, 12 florins; in October, 11.20 florins; in November, 10.49 florins; in December, 9.75 florins per 100 kilograms net, which gave an average of 11.08 florins against 10.22 florins for the period of 1840 to 1869.

Buckwheat.—In January, 12.38 florins; in February, 12.38 florins; in March, 12.40 florins; in April, 12.55 florins; in May, 12.49 florins; in June, 12.54 florins; in July, 12.75 florins; in August, 12.55 florins; in September, 11.86 florins; in October, 10.83 florins; in November, 10.79 florins; in December, 10.82 florins per 100 kilograms net, giving an average of 12.03 florins against 10.40 florins for the period of 1840 to 1869.

Madders.—The trade in madders was, in the beginning of 1869, very slack; there was very little demand from foreign countries, and prices were lowering. Toward the month of April, however, the situation became somewhat better, through an increased demand of garancine. As there was no large supply, prices rose, and reached 35 florins per 50 kilograms in the month of August.

Butter and cheese.—The year 1869 was very favorable for the quantity as well as for the sale of these products. The export of these two articles was much larger in 1869 than in 1868. The greatest of them was, as usual, exported to England. The export of butter to England amounted to about 6,000,000 of kilograms, against 4,500,000 in 1868; and that of cheese to about 18,000,000 of kilograms, against 14,500,000 of kilograms in 1868.

Cattle exported to England.

	1869.	1868.
Oxen and cows.....	20,210	4,650
Calves.....	18,990	12,300
Swine.....	20,880	15,500
Sheep.....	251,000	125,000

Total export of agricultural products for the years 1866-68-67.

Articles.		1866.	1868.	1867.
Cheese.....	kilogs.	30,000,000	29,700,000	25,400,000
Linseed.....	do.	89,000	84,000	78,000
Butter.....	do.	20,300,000	16,700,000	16,100,000
Cattle.....	head.	92,000	74,000	25,000
Calves.....	do.	48,000	38,000	11,000
Swine.....	do.	57,000	80,000	55,000
Sheep.....	do.	360,000	281,000	164,000
Horses.....	do.		7,400	6,000
Vegetables.....	florins.	1,300,000	1,500,000	947,000
Potatoes.....	hectols.		782,000	326,000
Hides.....	florins.	300,000	2,483,000	2,262,000
Flax.....	kilogs.	10,000,000	10,700,000	10,040,000
Hay.....	do.		28,000,000	27,000,000
Madder.....				
Garancine.....	kilogs.	7,198,000	11,900,000	8,337,000

The agricultural interests of Holland derive great advantages from the excellent system of inland communication. There are very few villages which are not connected with the general system of canals.

FREDERICK SCHÜTZ.

No 1.—Imports of the Netherlands from the United States of sundry articles in comparison with the total imports, during the year 1869.

Articles.	Imports from U. S.	Total imports.
	<i>Guilders</i>	<i>Guilders.</i>
Ashes.....	3,328	2,989,654
Bark.....	1,094	49,828
Beef.....	73,217	322,329
Cotton.....	1,978,726	21,864,027
Cacao.....	4,775	578,778
Dyewood.....	31,059	564,545
Flour.....	30,798	13,267,548
Machinery.....	1,368	6,111,350
Pork.....	278	59,279
Palm oil.....	237,575	5,524,078
Petroleum.....	5,345,731	7,640,110
Rye.....	7,207	13,223,606
Resin.....	375,128	641,292
Rice.....		17,392,919
Spirits.....	3,840	2,973,739
Staves.....	88,458	417,063
Sugar.....		50,113,675
Tea.....		7,727,435
Tobacco.....	2,773,260	4,390,781
Turpentine.....	161,880	299,963
Wine.....		7,554,671
Wood.....	210,840	8,786,896
Wool.....	42,890	10,930,920
Wheat.....	91,600	9,819,320
Tallow.....	255,777	4,769,248

Exports of the Netherlands to the United States of sundry articles in comparison with the total exports during the year 1869.

Articles.	Exports to the U. S.	Total ex- ports.
	<i>Guilders.</i>	<i>Guilders.</i>
Clay.....	77, 975	399, 651
Cheeses.....	6, 707	10, 701, 737
Coffee.....	27, 832	28, 587, 811
Candles.....	21, 000	4, 223, 784
Flax.....	103, 348	6, 997, 572
Garancine.....	735, 875	4, 435, 420
Iron.....	20, 700	5, 148, 019
Lead.....	395, 013	1, 890, 625
Madder.....	448, 383	1, 510, 929
Mineral water.....	30, 938	146, 281
Nutmega.....	3, 411	852, 956
Potato flour.....	230, 349	2, 494, 856
Rails.....	198, 865	3, 319, 122
Rags.....	4, 130	213, 214
Rattans.....	29, 112	554, 266
Spirits.....	559, 312	6, 916, 805
Sugar, (refined).....	3, 532	36, 882, 162
Tin.....	17, 500	6, 086, 327
Zinc.....	227, 206	2, 634, 267

No. 2.—Statement showing the imports and exports of the Netherlands during the first six months of 1870.

IMPORTS.

Articles.	From the U. S.	Total.
Ashes.....kilograms	3, 000	5, 604, 000
Beef.....do	17, 000	69, 000
Flour.....do	261, 000	15, 551, 000
Oil.....do	8, 876, 000	12, 231, 000
Tallow.....do	193, 000	5, 324, 000
Tobacco.....do	1, 124, 000	2, 551, 000
Wood.....guilders	101, 000	515, 000

EXPORTS.

Articles.	To the U. S.	Total.
Coffee.....kilograms	4, 000	36, 488, 000
Chiccorey.....do	9, 000	1, 995, 000
Drugs.....guilders	2, 000	1, 207, 000
Garancine.....do	27, 000	1, 181, 000
Lead.....kilograms	448, 000	2, 828, 000
Madders.....do	195, 000	1, 018, 000
Rails.....guilders	240, 000	2, 003, 000
Spirits.....hectoliters	16, 110	1, 711, 130
Steel.....kilograms	96, 000	3, 852, 000
Tin.....do	51, 000	3, 503, 000
Flax.....do	79, 000	10, 900, 000
Wine.....hectoliters	7, 250	56, 440
Zinc.....kilograms	197, 000	1, 844, 000

II.

JANUARY 18, 1871. (Received February 9.)

The revival of the commerce of the Netherlands after the momentary stagnation caused by the war has continued, and the year 1870 finished with a very satisfactory and healthy state of business transactions. The fears of new political complications caused in the month of November by the declaration of Russia, did not fail to produce some new disturbance in the markets; but with the removal of the cause the effect disappeared at once. The export continued to increase, and would have reached still higher figures had not the means of communication with Germany been much impeded through the military necessities of that country. The prices realized by coffee and sugar, the chief articles of the Dutch trade, are now higher than before the war, an evident proof of the soundness of the commercial situation on which even the war has ceased to produce its damaging effects.

On three of the principal articles of the import from the United States to Holland, I have found in the statistical documents the following statements:

Petroleum.—The trade in Pennsylvania oil was, in 1870, still more extensive than in the preceding years; importers, on the whole, made but moderate profits. Those who had bought on speculation, and consumers who had calculated on an advance in the prices during autumn, were greatly disappointed. The enormous production of America, (18,000 to 20,000 barrels per day against 12,000 to 14,000 in the same months of last year,) as well as the diminished export in consequence of the war, caused very low prices. It is, therefore, but natural that the consumption of that article has again considerably increased in Holland, the more so as the prices of oil-seed were very high.

The deliveries of petroleum at Bremen, Hamburg, Antwerp, and Rotterdam, during the first eleven months of 1870, were fully 10 per cent. more than during the same period of the preceding year, while the inland consumption increased again about 10 per cent.

The prices varied from 22½ florins to 28½ florins per 100 kilograms, and considering the disturbed state of Europe, the want of means of transportation, and the enormous production, no advance in prices of any amount can be expected. The direct imports amounted to: 1870, 144,177 barrels and 1,776 cases; 1869, 121,444 barrels and 2,406 cases; 1868, 115,700 barrels; 1867, 107,800 barrels; 1866, 45,300 barrels; 1865, 13,600 barrels. Resin, (United States,) with larger imports, was much in demand and mostly sold on delivery. As there was no resin imported from France in consequence of the war, prices remained very high, while the fluctuations were of little importance, varying from 3½ florins to 3¾ florins per 50 kilograms, at which figures sales are still effected. The trade in French resin was of no importance.

Turpentine, (United States.)—The imports amounted in 1870 to 2,815 barrels, against 5,370 during the preceding year. The trade in this article was pretty brisk and prices varied largely. In the beginning 17 florins were paid per 50 kilograms, while in February the price rose to 19 florins, and later to 21½ florins; at present 20 to 21 florins are paid per 50 kilograms.

I have the satisfaction to report that, after several failures, a new and so far successful effort has been made by a number of wealthy and enterprising men of this city to establish a line of steamers between Rotterdam and New York. A company has been formed with a capital of 1,350,000 florins. Two first-class steamers, with a horse-power of 190 and a tonnage of 1,300, besides room for coals and 400 emigrants,

are to be bought. The passage time is fixed at fourteen to sixteen days. The boats, therefore, can make twelve voyages, but it is at first calculated only on eleven. The line is to be opened in 1872. That plan, on the success of which the undertakers count with full confidence, is considered by them as the starting point of a line of steamers of greater importance.

FREDERICK SCHÜTZ.

SCHIEDAM.

JANUARY 18, 1871. (Received February 9.)

Gin, grains, and fish are the elements of trade in the District of Schiedam-Vlaardingen, and I feel glad to say that, in general, business gave this past year satisfactory results. The first articles concern especially Schiedam, the latter, Vlaardingen and vicinity.

Gin distilleries, though not giving great profits, turned out well at the end of the year by the dividends of the companies for yeast exports.

Yeast.—Prices on the place fluctuated from 0.39 to 0.52 per kilogram, and showed for the month of July the highest market; 6,000,000 of kilograms were sent via Rotterdam to England, and 3,000,000 more into the country, Belgium and France.

Gin.—Prices were quoted in the first quarter, 11.50 to 14.75 francs per hectoliter malt-wine, and an immense quantity was bought for Belgium account, the duty levied there on spirits undergoing, in May, a great augmentation. From April to August nearly no variation took place, and 13 francs was the average price; in September, however, it rose to 14.25 francs, but gradually went down again to 11.75 francs. Malt-wine being the unity where prices are fixed on, 3, 4, or 5 francs according to quality is to be added for gin proper. The high duty levied on gin in the United States is generally regarded as the cause of the unfavorable position of gin prices, and it is therefore that we learned with great interest the reduction in the duty.

Grains.—Barley and rye are the grains with which Schiedam merchants are trading, as being those used for distillery purposes. Prussia, Denmark, Sweden, France, and Russia imported both, with nearly 380 ships, as barley £22,000 and rye £20,000.

Barley.—Prices varied from 156 francs to 215 francs per 1,950 kilograms.

Rye.—Prices fluctuated less; from 185 francs to 225 francs per 2,100 kilograms.

The exports from Prussia of barley principally ceased in May, and France prohibited for a time every export of grain, so that we were obliged to draw from Russian, Danish, and Swedish ports.

Russia is the country which sends us the best materials for the distilleries. From different circumstances the trade was not very animated.

Fish.—An immense quantity of herrings was brought into Vlaardingen; but owing to the French-German war, the export to the latter country entirely ceased. The only favorable market was North America, notwithstanding the difficult mode of transportation, and most of it was imported into the United States.

The exports from the district of Schiedam-Vlaardingen during the year 1870 to the United States were as follows: Anchovy, 4,635.40 francs; cheeses, 1,880 francs; garancine, 25,719 francs; gin, 206,985.66 francs; herrings, 203,417.90 francs; stock-fish, 3,611.95 francs.

W. H. C. JANSEN.

Navigation and commerce of the United States with the Netherlands for the year 1870.

PORTS.	VESSELS.				CARGOES.			
	ENTERED.		CLEARED.		INWARD.		OUTWARD.	
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.
AMSTERDAM.	1	Mobile.	3	Newcastle.	4	7,474 bales cotton.	Not stated.	1
	1	Galveston.	2	Philadelphia.	1	1,695 bales cotton, 1,300 pipe	do.	1
	2	Savannah.	1	Gothenburg.	3	8,408 bbls. petroleum.	do.	7
	2	New Orleans.	2	Shields.	2	Entered in Helder.	do.	2
HELDER.	1	Philadelphia.	3					
	2	New York.	2					
	2	Enter in Helder.						
	11		9		10			11
Nine months ending Sept 30.	1	New Orleans.	1	Bremen.	1	3,450 barrels sugar, 1,279 bags	Not stated.	1
	1	Java.	1	Swansea.	1	coffee, 300 bundles rattans.	do.	1
	2	Rep'd by United States consul at Amsterdam.	2	Not reported.	1	1,060 bales cotton, 580 bbls.	do.	1
					2	tobacco, 300 walnut logs.	Reported by United States consul at Amsterdam.	2
ROTTERDAM.	4		4		4			4
	9	Callao.	6	New York.	10	19,300 tons guano.	Not stated.	9
	1	Bassett.	5	England.	2	1,700 tons guano and tobacco.	do.	14
	2	Philadelphia.	3	Boston.	1	1,300 tons rice.	do.	
Year ending Sept 30.	4	New York.	1	Buenos Ayres.	5	13,429 bbls. petroleum.	do.	
	3	Batavia.	3	Newcastle.	2	General cargo.	do.	
	1	Baltimore.	1	Callao.	4	26,237 hides, 3,381 casks sugar.	do.	
			3	Gothenburg.		150 casks arrack, 1,364 bags		
			1	Cardiff.		pepper, 651 bxs. indigo, 2,370		
			1	Burnt.		casks, 1,872 slabs tin, 886		
			1			bbls. tobacco, 22,052 staves.		
	21		24		24			23

* Classes of vessels entered: 3 brigs, 3 ships, 3 schooners, 2 barks. Cleared: 3 brigs, 3 ships, 2 schooners, 2 barks. Aggregate tonnage, 4,613.

† Classes of vessels entered and cleared: 4 ships. Aggregate tonnage, 1,946.

‡ Classes of vessels entered: 11 ships, 8 barks, 1 brigantine, 1 schooner. Cleared: 14 ships, 7 barks and 1 burned, 1 brigantine, 1 schooner. Aggregate tonnage, 18,287.

DEPENDENCIES OF THE NETHERLANDS.

Navigation and commerce of the United States with the Dependencies of the Netherlands for the year 1870.

PORTS.	VESSELS.			CARGOES.						
	ENTERED.		CLEARED.	INWARD.		OUTWARD.				
	No. of Vessels.	Where from.		No. of Vessels.	Description.		Value.			
BATAVIA, JAVA. Year ending September 30.	1	Singapore	1	Manila	1	Ice and tobacco	Not known.	1	Sugar and rattans	\$115,022 78
	1	Boston	6	Singapore	1	Ice, apples, and petroleum	\$3,300 00	1	Gum-damar, coffee, mace, cassia, and sugar.	87,250 18
	1	Yokohama	3	Boston	1	Ice, apples, crackers, and boxes arma.	6,276 88	1	Damar	5,170 10
	1	Kanagawa	1	Cheribon	1	Ice	Not known.	1	Part of original cargo	5,500 00
	1	Montevideo	1	Tagal	1	Ice and resin	3,310 00	1	Oil-cakes, &c., (to China)	45,889 88
	2	Melbourne	1	Samarang	1	Flour	11,400 00	1	Coal	18,639 83
	1	San Francisco	1	China	1	Petroleum, resin, and general cargo.	22,158 00	1	(1,300 alabs blillion tin	2,397 79
	1	Buenos Ayres	1	Padang	1	Petroleum, resin, and general cargo.	18,000 00	1	200 bks. sugar, 1,508.73 ponds	945 00
	1	New York	1	Yokohama	1	3,000 cases petroleum, 1,000 bbs. flour.	Not known.	1	28 cases nutmegs and mace, 133.04 ponds.	7,133 59
	1	Mauritius	1	Sootabaya	1	2,000 cases petroleum and 897 pks. merchandise.	Not known.	1	1,013 bundles rattans, 192.80 ponds.	17,145 45
	17		17		8	Ballast	69,344 88	10	Ballast	305,095 00
BOMBAY, WEST INDIES. Quarter ending September 30.	1	St. Croix	4	Portland	10	Ice and tobacco	Not known.	4	15,800 bbs. salt	4,596 00
	2	Demarara	1	Boston	1	Ice, apples, and petroleum	\$3,300 00	1	3,700 bbs. salt	888 00
	2	La Guayra	4	Philadelphia	4	Ice, apples, crackers, and boxes arma.	6,276 88	4	12,900 bbs. salt	3,940 00
	2	Buenos Ayres	1	Holmes' Hole	1	Ice	Not known.	1	6,500 bbs. salt	1,500 00
	2	St. Thomas	1	St. Thomas	1	Ice and resin	3,310 00	1	Coal	18,639 83
	1	Puerto Cabello	1	Sootabaya	1	Petroleum, resin, and general cargo.	22,158 00	1	(1,300 alabs blillion tin	2,397 79
	10		10		8	Ballast	69,344 88	10	Ballast	305,095 00

CURACAO, WEST INDIES.

Nine months ending September 30.†

[illegible]

* Classes of vessels entered and cleared: 11 ships, 6 barks. Aggregate tonnage, 13,467.

† Classes of vessels entered and cleared: 8 brigs, 2 barks. Aggregate tonnage, 3,217. Classes of vessels entered and cleared: 11 ships, 9 bark. Aggregate tonnage, 10,345.

† Classes of vessels entered: 11 brigs, 3 barks, 11 schooners, 1 topsail schooner. Cleared: 10 brigs, 3 barks, 12 schooners, 1 topsail schooner. Aggregate tonnage, 3,907.

Classes of vessels entered and cleared: 3 ships,
1 bark. Aggregate tonnage, 3,411.

Classes of vessels entered: 1 bark, 1 schooner.

Classes of vessels entered and cleared: 9 ships, 1 bark. Aggregate tonnage entered, 1,341.

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NICARAGUA.

SAN JUAN DEL SUR.

COBINTO, *September 30, 1870.* (Received October 14.)

This republic has not yet fully recovered from the effects of the civil war, which prevailed from July until November of last year. The exhausted condition of the public treasury has made impossible the prosecution of certain much-needed improvements in roads—improvements which, more than anything else, are needed to develop the resources of the country. During the present season, which has been unusually favorable, agricultural industry has been very marked, and will be shown in greatly increased productions, especially in the articles indigo, coffee, sugar, and cotton. The drawbacks paid by the government on the three latter articles, mentioned in former reports, are working effectually for the encouragement of these industries.

Want of effective and reliable labor, and lack of confidence, resulting from frequently recurring revolutions, only prevent this republic from developing resources not to be exceeded by any country of equal territorial extent.

The books of the custom-house at this port are not so kept as to show the annual importations and exportations from and to the different countries with which trade is carried on, and I have been unable to obtain precisely the aggregate amount either at this place or at San Juan del Sur; but from such means as are at my command, I can make a close approximate estimate: Importations from all countries, \$425,000; exportations, \$390,000. Of the latter, were sent to the United States during the year ending this day, from this port, \$115,514 65; from San Juan del Sur, (probably,) \$40,000; total, \$155,514 65. A very large part of the carrying is, as heretofore, done by the Panama Railroad Company's line of steamers, and their business is steadily increasing. They will shortly add to their facilities other ships. The new line of steamships to San Francisco, which promised much for the trade of this coast, has failed to accomplish anything, and under present management there is no hope that it will. Such a line is greatly needed, and it can hardly be doubted that an enterprise of this kind will, before long, be put into effect.

Within the year past, the tariff has been somewhat modified, chiefly as concerns the manner of payment, which is done in government paper having different values. It would be impossible to make it understood. It will be enough to say that it amounts to a uniform tax of about 25 per cent. on the invoice value of all commodities, without discrimination. In addition, there is a warehouse tax of 10 cents per one hundred-weight gross. Tobacco and gunpowder are contraband. These, with rum, are government monopolies. All kinds of machinery and rice are duty free.

TRADE WITH THE UNITED STATES AND ENGLAND, AS RECENTLY
DIRECTED.

I will give my view of the causes which give England an undue proportion of the traffic of this and other Spanish-American States. The English traders were earlier in this field than our own, and still reap some of the advantages of preoccupation and longer establishment, and it is not the nature of these people to leave old channels. The English

merchants and manufacturers have better studied the wants of a people living in a tropical climate, in a low state of civilization, and in comparative poverty. Cheap, frail fabrics find the most ready sale with people who live from hand to mouth and require little protection except from the sun and from the eyes of their fellows. The English seem to understand fully the demands of the climate and this grade of civilization, and manufacture expressly for the market a class of goods which are attractive when taken from the shelves, and will serve the wants and fancies of a people, the greater part of whom are still children, though they may have attained to adult years. Again, the burden of taxation which has for a few years past rested upon American industry, has had its effect in adding to the disadvantages of the American trade. Still it is quite evident that, so far as this republic is concerned, the inequality is rapidly becoming less.

I am unable to make any "suggestions" which would, in my judgment, be better than the proposition of the honorable Secretary of State, *i. e.*, a thorough and critical investigation, by a competent agent, into the condition and wants of the Spanish-American markets. I have no doubt that such information as would be thereby gathered, put in convenient form before the American merchants and manufacturers, would show great results in favor of our trade.

RUFUS MEAD.

Navigation and commerce of the United States with Nicaragua for the year 1870.

PORTS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.
SAN JUAN DEL NORTE. Nine months ending Sep- tember 30.*	3	New York.....	2	New York.....	1	General assorted cargo.....	Unknown.	1	Hides, rubber, deer-skins, &c.	\$23,087 68
	1	Aspinwall.....	1	Tobago.....	2	General merchandise.....	do	1	Same as abt brought.....	do
	1	Baltimore.....	1	Lake Nicaragua.....	1	Shingles.....	do	1	Hides, skins, Brazil-wood, &c.	22,009 75
			1	St. Andrews.....	1	Provisions.....	do	2	Cargo not reported.....	do
	5		5		5			5		54,037 57
SAN JUAN DEL SUR. Nine months ending June 30.†	17	Panama.....	17	San José.....	23	General cargo.....	Unknown.	23	General cargo.....	Unknown.
	16	San José.....	16	Panama.....	11	General merchandise and produce.....	do	11	General merchandise and proce	do
	1	Callao.....	1		1	Ballast.....	do			do
	34		33		34			33		

* Classes of vessels entered and cleared: 1 steamer, 3 schooners, 1 brigantine. Aggregate tonnage, 782.

† Classes of vessels entered: 33 steamers, 1 brig. Cleared: 33 steamers. Aggregate tonnage, 40,161.

PERU.

CALLAO.

SEPTEMBER 30, 1869. (Received November 25.)

Peru has probably never passed through a more beneficent year than the one ending September 30, 1869. The terrible earthquakes of August, 1868, destroyed, as is well known, many of the southern towns and cities, and this fact appears only to have given new life and strength to the persons whose property was so severely damaged. Aided, in many cases, by the full strength of the central government the ruined places are being reconstructed on a better and more promising basis; the destroyed vineyards and estates are again being repaired in accordance with the last ideas of progress, and the calamity, severely felt in the beginning, has served as an opportunity for Southern Peru to take a step far in advance of her former standpoint.

The scourge of yellow fever that, preceding and following the earthquake, decimated Tacna and other cities of the southern departments awoke the authorities to the imperative necessity of adopting some effective hygienic measures, and cleanliness and order now exist, where before, disease was invited by carelessness and want of foresight. The public debt has been increased by about 3,000,000 of soles during the past two years, owing to the heavy expenses incurred by the government in aiding the sufferers by the earthquake, and from the great cost of war material, &c., purchased while the Spanish question still presented an unfavorable aspect.

The discovery, however, that the northern or Guafíape Guano Islands contain a fertilizer but little inferior to that of the Chinchas, compensates, in a considerable degree, for the exhaustion of the latter deposits, only about 110,000 tons remaining at the Chinchas, which is by law devoted to the payment of the principal and interest of the debts contracted by Peru in England and the United States. But the present government has especially devoted its attention to the active promotion of useful public works. The president, ultimately convinced of the fact that by affording the inhabitants of the republic means of employment and facilities for transporting the valuable products of the interior to the coast, has initiated several very important railways, some of which are being built at the public expense and others by private enterprise, secured by government guarantee of a certain percentage on the capital invested. Of these the most important is the line uniting Arequipa to the port of Mollendo, a distance of 109 miles; a line from Lima to Huacho, the source of supplies for the Lima market, about the same length; the road from the silver mines of Cerro de Pasco to the estates where the ore is amalgamated, about 40 miles; another from Eten to Fereñafe, in the north, passing through the richest cotton and tobacco growing district of Peru; also a line running from Pisco to the interior town of Ica, giving ample facilities for the export of the very superior wines and spirits manufactured in that section; a line from the port of Iquique to the saltpeter mines of La Noria, and several others of minor importance, while proposals are called for the construction of a grand line from Lima to the Peruvian headwaters of the Amazon, thus effecting direct communication from ocean to ocean, and also for a railway from the northern port of Pacasmayo to the populous city of Cajamarca, traversing that portion of the republic that is considered

one of the richest in minerals and admitted to be the grain-producing district of Peru. Add to these many other public measures, such as the irrigation of lands, fertile, but heretofore useless for the want of water, the complete arrangement of the custom-house system, the reduction of military and civil expenses, and it must be admitted that the country is progressing. The firmness of the government has so far prevented the recurrence of those revolutionary movements that have inflicted such incalculable injury on Peru, and although at the present moment some dissatisfaction exists toward the administration, in consequence of proposed financial measures, yet it is not believed that Colonel Balta's term of office will be marked by any movement sufficiently formidable to overturn the existing order of things. Foreign vessels, on their arrival in Peru, may only enter the chief ports of Iquique, Arica, Islay, Callao, Huanchaco, San José, Payta, and Pisco. The captain of any vessel, anchoring in any other port of the coast, will be fined \$500; should he land or receive on board any passenger or correspondence, he will incur a fine of \$1,000; and should he land or receive on board any merchandise, he will subject the ship and cargo landed to the penalty of confiscation.

All communication with the shore is prohibited until after the visit of the captain of the port and of a custom-house officer, to whom the manifest of the ship's cargo must be delivered in whatever language it may be, in which must be stated the description of packages, marks, numbers, and consignees, the tonnage of the vessel, flag, port of departure, as well as any other port in which the vessel may have touched during the voyage. Should no manifest be forthcoming then the bills of lading must be presented, together with a list of the ship's stores and provisions. Two days are allowed in the ports of Iquique, Callao, Huanchaco, and San José; three days in Arica and Payta, and five days in Islay for correcting errors and omissions in the ship's manifest. A fine of \$100 will be imposed at the expiration of these terms if the captain or consignee of the vessel do not produce two corrected copies of the manifest, and the original manifest will be considered as ratified. Cargo, subject to duty, may be shipped or transhipped to any other of the chief ports or abroad.

Foreign vessels are permitted to proceed, with license from any of the chief ports, to any of the minor ports, for the purpose of taking in a cargo of produce of the country, but are allowed to load only produce, besides Brazil or Campeachy wood, nitrate of soda, wet and dry hides, copper, barilla, tin, orchilla, India-rubber, and vanilla. In order that captains of foreign vessels may know the obligations to which they are subject, the custom-house officer will deliver them a copy of the same in English, French, Italian, and German.

Merchandise may remain in Callao and Arica for an indefinite period, but only three years in any other of her ports.

Weights.—Those in use are the Spanish. One quintal contains 4 arrobas of 25 pounds each, 100 pounds; one pound, 16 ounces. In silver the mark is used, which is equivalent to 8 ounces. The mark of gold is divided into 50 castellaños. One hundred pounds Spanish is equal to 101½ pounds English, or 46 kilograms, French.

Currency.—The current coin of the country is the Bolivian half-dollar, and also the Peruvian sol, which is equal to the Chili silver dollar. There has been established a number of banks, both foreign and native, which transact business similar to our own banks in the United States and issue paper currency, which is current in all commercial transactions. Exchange at present date is 37½ on England for sterling bills at 60 or 90 days; bills on the United States, at 4 per cent. discount; American gold, 35 per cent. premium over Peruvian currency.

It would appear from the records kept in this consulate, that from January 1, 1869, up to September 30, a period of nine months, there have been ninety-six arrivals of American vessels at this port, with an aggregate tonnage of 101,019 tons, showing imports and exports during the same period to be as follows :

Table showing imports and exports to the United States for a period of nine months ending September 30, 1869.

Imports.		Exports.	
Description.	Value.	Description.	Value.
Lumber.....	\$679,080 00	Guano.....	\$1,064,540 00
General merchandise.....	595,000 00	Sugars, (raw).....	934,819 26
Loc.....	75,000 00	Nitrate of soda.....	231,728 00
		Coffee.....	12,288 00
		Wool.....	12,288 50
		Italia.....	693 63
Total.....	1,349,080 00		2,256,357 39

RÉSUMÉ.

Exports to the United States.....	\$2,256,357 39
Imports from the United States.....	1,349,080 00
Balance in favor of Peru.....	907,277 39

By recent surveys, held by order of the government at the Guañape Islands, the deposit of guano is much larger than has been previously reported, and consequently government is dispatching the majority of vessels to load there, having reserved the balance of guano at the Chinchas for other purposes, as before mentioned. At least two-thirds of our American ships at present are sent to the Guañape Islands, and as they all have to lay from three to four months to load, many of the masters have come to this port in the line of steamers established on this coast, and get their final dispatch, without returning to Callao with their vessels, or else get the privilege of clearing from Payta, thereby reducing very materially the revenue of this office.

W. D. FARRAND.

Navigation and commerce of the United States with Peru for the year 1870.

PORTS.	VESSELS.			CARGOES.			
	ENTERED.		CLEARED.	INWARD.		OUTWARD.	
	No. of vessels.	Where from.		No. of vessels.	Description.		Value.
CALLAO. Year ending September 30.*	4	Liverpool.....	12	Germany.....	3	Railroad ties.....	\$107,400 00
	7	Panama.....	13	England.....	3	Railroad iron.....	114,350 00
	2	Brunswick, Ga.....	18	France.....	2	Rice.....	5,380 00
	2	Mollendo.....	13	Chili.....	1	Brass wood.....	11,550 00
	8	Cardiff.....	13	Spain.....	2	Wheat and bran.....	22,949 00
	9	New York.....	53	United States.....	13	General cargo.....	1,145,000 00
	2	Acapulco.....	2	Canary Islands.....	16	Coal.....	317,815 00
	15	San Francisco.....	2	Burned at Guayaquil.....	13	Lumber.....	1,307,550 00
	7	Montevideo.....	1	Spain.....	2	Flour and bran.....	41,837 00
	32	Callao.....	3	Sold.....	10	Wheat.....	145,553 00
	6	Valparaiso.....	4	United States.....	1	Produce of Peru.....	4,000 00
	1	Tomé.....	1	ships of war.....	13	Railroad.....	.....
	1	Hamburg.....	1	Pacasmayo.....	.....	Not reported.....	.....
	1	Hambur.....	1	United States.....	.....	.....	.....
	2	Telav.....	1	Gov't service.....	.....	.....	.....
	3	Melbourne.....	1	Sold at auction.....	.....	.....	.....
	9	Rio de Janeiro.....	1	Panama.....	.....	.....	.....
	3	Buenos Ayres.....	1	Costa Rica.....	.....	.....	.....
	1	Callera.....	3	Mexico.....	.....	.....	.....
	1	Baltimore.....	5	Peruvian ports.....	.....	.....	.....
	1	Montreal.....	.....	Not reported.....	.....	.....	.....
1	Honolulu.....	.....	.....	.....	.....	.....
1	Antwerp.....	.....	.....	.....	.....	.....
2	Yokohama.....	.....	.....	.....	.....	.....
3	London.....	.....	.....	.....	.....	.....
3	Pisco.....	.....	.....	.....	.....	.....
1	Newcastle.....	.....	.....	.....	.....	.....
1	Rotterdam.....	.....	.....	.....	.....	.....
2	Oregon.....	.....	.....	.....	.....	.....
4	Peruvian ports.....	.....	.....	.....	.....	.....
1	Mexico.....	.....	.....	.....	.....	.....
	136		136			3,692,664 00	4,488,150 00

LAMBALETE.

Quarters ending Septem-
ber 30.†

Valparaiso.....	4	Tomé and Val- paraiso.....	4	Assorted cargoes.....	350,000 00	Rice, sugar, and rum.....	400,000 00
San Francisco.....	2	Callao.....	2	Lumber.....	90,000 00	Ballast.....	2
6	6		6		440,000 00	6	460,000 00
PAYTA.							
Quarters ending March 31 and September 30.‡	4	Guano Islands.....	1	5,100 tons guano.....	153,000 00	5,100 tons guano.....	153,000 00
	2	Cruiso.....	1	1,400 barrels sperm oil.....	66,149 00	1,400 barrels sperm oil.....	66,149 00
	2	Tumbes.....	1	1,400 barrels whale oil.....	42,000 00	1,400 barrels whale oil.....	42,000 00
			4				
			1				
	8		8		261,149 00	8	261,149 00
TUMBEZ.							
Quarters ending Decem- ber 31, 1869, March 31 and September 30, 1870.§	32	Cruiso.....	34	46 barrels sperm oil.....	2,868 00	46 barrels sperm oil.....	2,868 00
	32		34	Sperm and whale oil.....	683,980 00	Sperm and whale oil.....	683,980 00
					686,848 00		686,848 00

* Classes of vessels entered: 86 ships, 32 barks, 14 brigs, 4 steamers. Cleared: 86 ships, 32 barks, 14 brigs, 4 steamers. Aggregate tonnage, 137,876.

† Classes of vessels entered: 2 barks, 1 brig, 2 barkantines, 1 ship. Cleared: 2 barks, 1 brig, 2 barkantines, 1 ship. Aggregate tonnage, 3,192.

‡ Classes of vessels entered: 2 ships, 6 barks. Cleared: 2 ships, 6 barks. Aggregate tonnage, 6,073.

§ Classes of vessels entered: 30 barks, 1 brig, 1 schooner. Cleared: 30 barks, 2 brigs, 2 schooners. Aggregate tonnage, 7,571.

PORTUGAL.

Navigation and commerce of the United States with Portugal for the year 1870.

PORT.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.
LISBON. Nine months ending June 20.*	8	New York	1	Messina	1	Wheat, staves, resin, and Florida water.	\$25,000 00	11	Ballast.....	.....
	5	Philadelphia.....	2	United States ..	3	Wheat.....	65,000 00	2	Salt and corkwood ..	\$7,179 99
	1	Baltimore.....	6	Cadiz.....	2	Wheat, flour, and staves ..	65,000 00	1	Salt for ballast.....	246 50
			2	Cuba.....	1	Wheat, resin, and pitch.....	30,400 00	1	Salt in part, value not yet reported.	241 10
			1	Malaga.....	3	Petroleum.....	44,490 10	1	Salt, green copal, argolose.....	6,670 57
			1	Setubal.....	1	Wheat and flour.....	20,000 00			
			1	New York.....	1	Wheat and staves.....	21,500 00			
			2	Mediterranean Sea.....	2	Wheat and petroleum.....	50,000 00			
	14		16		14		322,390 10	16		14,333 16

* Classes of vessels entered and cleared: Not stated. Aggregate tonnage, 2,789 tons.

PORTUGUESE DEPENDENCIES.

Navigation and commerce of the United States with the Portuguese Dependencies for the year 1870.

PORTUGUESE DEPENDENCIES.

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PORTS.	VESSELS.			CARGOES.		
	ENTERED.		CLEARED.	INWARD.		OUTWARD.
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.
FAIAL, AZORES.	2	Pennang.....	1	2	General cargo.....	\$200,000 00
	1	Philadelphia.....	2	2	Petroleum oil.....	123,130 00
	1	Nassau.....	1	1	Rochester, &c.....	23,000 00
	36	Whaling.....	39	29	Sperm and whale oil.....	107,357 00
	2	Buenos Ayres.....	1	7	Whaling implements.....	Not stated.
	1	Malaga.....	1	1	Wool and tallow.....	do
	3	Boston.....	1	1	Tallow.....	do
	1	Rockland.....	1	1	Dry fruit.....	do
	1	Not reported.....	1	1	Ballast.....	833 20
	1	St. Michaels.....	1	1	Lumber.....	450 00
FUNCHAL, MADIERA.	47	.....	49	47	Lumber and spars.....	461,740 20
	1	Boston.....	1	1	Flour, lumber, petroleum, and sundries.....	8,318 00
	1	New York.....	1	1	Slaves, 32,000; flour, 600 bbls.; petroleum, 400 cases, 30 bbls.....	16,000 00
	2	.....	2	2	.....	34,318 00
	1	St. Helena.....	1	1	Assorted.....	6,500 00
	2	Not stated.....	2	2	Whalers, fishing on the coast.....	.....
	3	.....	3	3	.....	6,500 00

ST. PAUL DE LOANDO.	.....	.....	.....	.....	.....	.....

Quarters ending September 30.*	.....	.....	.....	.....	.....	.....

Quarters ending December 31, 1869; March 31, and September 30, 1870.†	.....	.....	.....	.....	.....	.....

* Classes of vessels entered: 27 bark, 14 schooner, 2 ships, 4 brigs. Cleared: 27 bark, 14 schooner, 2 ships, 6 brigs. Aggregate tonnage, 11,946.
† Classes of vessels entered: 2 brigs. Cleared: 2 brigs. Aggregate tonnage, 564 27.
‡ Classes of vessels entered: 3 bark. Cleared: 3 bark. Aggregate tonnage, 603.

RUSSIA.

MOSCOW.

MARCH 31, 1870. (Received April 20.)

FAIR OF NIJNI-NOVGOROD.

Nijni-Novgorod, or Lower Nijni, as distinguished from Novgorod the Great, is at the confluence of the Volga and Oka Rivers, in latitude 56° 30' north, 273 miles by rail nearly due east from Moscow. It has ordinarily a population of 40,000, which is increased to 150,000 or 200,000 during the fair, and is the chief city of the province. The city was founded in A. D. 1222, and was captured and occupied by the Tartars in 1237, who also sacked it repeatedly at later periods.

Nijni, as an independent principality, was absorbed by Moscow in 1418. The town walls were built early in the sixteenth century; but the kremlin, or fortress, was constructed in 1372. The residence of the governor of the province of Nijni, the courts of law, the barracks, arsenal, and telegraph station, are within the kremlin. There is, also, a monument to the peasant patriot, Minin, and the boyar, Pojarski, who liberated their country from the Poles in 1612. From the top of the tower of Minin a very grand panorama is presented. The fair is spread before you, like a city of shops, on a triangular tongue of land, between the Volga and Oka Rivers, which can be seen for many miles, with their many steamers. The forest of masts on the Oka looks like a vast floating town. The numerous barges, arriving from the most distant parts of the empire, will be seen below discharging and receiving their cargoes by aid of an army of Tartars. In another direction will be seen the arched gateways, whitewashed towers, and crenellated walls of the kremlin; while the green, blue, yellow, and brown roofs of the houses below, pressing through the green foliage of many gardens, during the summer fair, afford charming diversity to the view. The terrace, built by order of the Emperor Nicholas, affords one of the most unique, extensive, and interesting prospects in Europe. A vast alluvial plain, rich with harvests, dotted with forests, and divided by the meandering Volga, twisting through the vast scene, from the extreme points of the horizon, expands grandly before you.

The great fair opens annually on the 27th of July and closes on the 22d of September, N. S., and may be most advantageously seen during the last week of August. The realities of this fair, including clouds of dust, unpaved, and often muddy, streets, the temperature sometimes tropical, and a population unattractive in appearance, form a repulsive contrast to the panorama previously enjoyed. An American would be disappointed in not meeting here crowds of gorgeously dressed Asiatics, after reading what has been written on the subject by many travelers; for he will see neither Chinese, Kamschatkans, nor Asiatic Esquimaux; Persians, Armenians and Tartars, in small numbers, being usually the only Asiatics in attendance. It is not, however, so much the types of the people met here as the extent and nature of the trade that would attract the attention of the stranger, for here we see a rude and ancient form of buying and selling that the introduction and extension of railroads; and the establishment of banks and credit, will soon tend to render obsolete. Here iron that was brought from Siberia at an immense expense, over bad roads, in awkward

carts, or floated down narrow tributaries to the Ural, the Kama, or the Volga, in clumsy barges, and, perhaps, to be sold to dealers who live within a few miles of the place where it was produced, is stored in shops that extend a mile, and in which no other article is sold. Custom compels the manufacturer to offer his goods to the public at established markets and at certain seasons of the year, involving a great loss of time in slow traveling, and greatly adding to the cost of the goods. Sales being periodical and at long intervals, purchasers are forced to buy very large stocks at these times, and they, therefore, demand one or two years' credit, and this also augments the price to the consumer. Trade is very tenacious of old customs, and railroads have not yet either interrupted, injured, or modified the business of this fair, simply because they have only been extended east as far as Nijni.

Authentic records attest that mercantile gatherings were held at Nijni as early as 1366, and tradition even points to a more remote origin. Kazan, which is also on the Volga and nearly 300 miles east from Nijni, had, when independent, a fair of its own; but John the Terrible prevented Russian merchants from attending it, and another place of assembling was appointed for them. In 1641 the fair was removed to the Monastery of St. Macarius, 71 miles below Nijni. The monks of the monastery made Nijni a place of religious as well as commercial resort, and levied taxes on the trade they fostered. These taxes fell almost uninterruptedly into their hands until 1751, when the fair became the property of the state, and its revenues were farmed for about £150 sterling. During the reign of the Emperor Paul, the farmer of the duties engaged to build a new bazar and to pay £4,500 per annum into the exchequer. From 1697 to 1790, the trade of the fair had increased from £12,000 to £4,500,000. In 1824 the fair was removed from the low site it occupied at Makarief to its present location. The bazar, governor's house, and the shops were erected by the government, and the Crown now levies about £8,000 a year to defray the cost of construction.

The house of the local governor is in the center of the fair, and the lower story of his residence is converted into a bazaar for the sale of manufactured goods and fancy articles of European production; yet the stalls of hardware from Tula, of silks from Persia, of precious stones and curiosities from Bokhara and other parts of Central Asia, and of geological specimens and cut stones from Siberia, make it really the cosmopolitan center of the mart.

A boulevard extends from the rear of the official residence to the cathedral, the Tartar mosque and the Armenian church, all of which stand intolerant, and, therefore, in laudable juxtaposition. The shops of silversmiths, jewelers, drapers, furriers, and drysalters, line the boulevard, and the plate and silver ornaments are curious and beautiful, and travelers usually purchase small articles as souvenirs. Behind the shops of the boulevard is the "Chinese Row," characterized by its Chinese architecture. The tea trade is less flourishing than it was before the prohibition to import sea-borne tea, which now stocks the market, was removed. This trade is now in a transition state, the land-carriage and the sea-borne tea traffic opposing each other and alternately triumphing. Much depends upon the relative quantities offered for sale, the prices being forced down one year by excessive importation of the previous one, and they are apt to rise the next because of short supply. In the progress of time, Canton and water-carriage will triumph, notwithstanding the groundless prejudices against the pernicious effects of salt air on this delicate article, until railroads will have been extended

from Nijni to the tea regions of the Orient. The Russians are great tea-drinkers and are accustomed to the better qualities of tea from northern China; but these are as easily obtained from Canton as from Kiakhta. The Kiakhta tea, after crossing Asia to Perm on the Kama River, is forwarded thence by water down the Kama and up the Volga. There are several teas that seldom, if ever, enter the American or English trade, viz: the yellow and the brick teas. The former has a delicious fragrance and is very pale; it is passed around after dinner in the place of coffee, but is injurious to the nerves if frequently and freely enjoyed. The brick tea is thus named because it is pressed into the shape of a brick in its curing. This forms the drink of the Kal-mucks and Kirghizes of the Steppe.* The best yellow tea sells for about 35 English shillings a pound, and is put up in very pretty Chinese boxes.

Because of frequent conflagrations the bazaar is surrounded by a canal, filled with water from the rivers, for its protection. The ground beneath is intersected by many sewers, or cloacae, of stone, which are entered by numerous small whitewashed towers, and are frequently flooded by means of pumps with water from the Volga and the Oka. The bazaar, erected by order of the Emperor Alexander, is too small for the demands of trade, and the fair now extends far beyond, to the banks of the rivers, with its rows of shops, its restaurants, and even its theater. The "Siberian sine" skirts the Volga and is composed of multitudes of warehouses for tea, cotton, iron, rags, &c. The wharves are more than ten miles long, and will amply reward the labor of a thorough inspection. Every stranger will feel interested in observing the gangs of sturdy Tartars as they unload the almost mediæval boats, laden with grain, hides, wooden boxes, water-melons, wine-skins from the Caucasus, madder, and cotton from Bokhara, and with nearly every description of goods that the earth yields and the industry and ingenuity of man produce.

The huge and clumsy steamers that have long been in use here for towing vessels are being rapidly replaced by steam-tugs, and the many fine steamers now employed on the Volga remind one of American rivers. There are now more than four hundred steamers engaged in the trade of this stream, and most of these were built in England and Belgium. Some were brought here in pieces and put up at Nijni; others were carefully piloted to the Volga through the seas, lakes, rivers, and canals, which so unite as to furnish an uninterrupted fluvial intercourse throughout European Russia. The first war vessel built in this empire was launched at Nijni, in the seventeenth century, by a company of Dutch merchants, who had obtained permission to open trade with Persia and India, through the Caspian Sea.

The outskirts of the fair are quite as interesting a study as the interior. The continued succession of drojkies, carts, and queer wagons, in long lines; the busy throngs of strange-looking laborers; the knots and concourses of earnest, long-bearded traders; the itinerant venders of liquid refreshments—principally tea—and white rabbit-skins; the filthy, lazy monks, collecting kopecks of the faithful; the legion of squalid beggars, living upon what they beg or steal, usually from foreigners, all attest the importance of Nijni during the fair.

The sales of a single exposition represent more than £16,000,000 sterling in value, transacted by 150,000 to 200,000 traders, engaged in thus exchanging the produce and manufactures of Europe for those of Asia.

* The brick is a black tea.

The bakers are compelled to report daily the amount of bread they sell, and a rough estimate is thus made of the attendance.

Cured fish are sold at Nijni in immense quantities. The annual sales of sturgeons caught in the Volga exceed 2,500,000 rubles, and as many as 30,000 barrels of caviare, or fish eggs, have been shipped from Astrakhan per annum. The sterlet, one of the finest fishes in the world, is very abundant in the Volga.

Two other fairs than the one I have attempted to describe are held at Nijni-Novgorod, one in January, on the ice, and the other in July. The former is devoted to the sale of wooden-wares, and the latter to that of horses. Great numbers of people attend at such times from the neighboring villages. In January of 1864, the ice gave way on which the booths and inns were constructed, and many men, women, and children, and a great number of horses, were submerged and drowned.

Official account of all commercial transactions at the great fair of Nijni-Novgorod from A. D. 1817 to A. D. 1869, inclusive.

AMOUNT IN PAPER RUBLES.

Years.	Imported.	Exported.	Unsold.	Years.	Imported.	Exported.	Unsold.
1817.....	92,606,000	51,365,000	41,241,000	1829.....	103,883,586	86,014,092	17,869,494
1818.....	114,677,245	71,587,300	43,089,945	1830.....	106,107,990	91,281,940	14,826,050
1819.....	139,094,188	67,921,450	71,172,738	1831.....	128,762,800	97,616,025	31,146,775
1820.....	148,398,296	106,967,631	41,430,665	1832.....	138,207,618	116,153,508	22,049,110
1821.....	143,270,181	84,279,724	58,990,457	1833.....	146,135,681	117,210,676	28,925,005
1822.....	161,543,885	86,399,431	37,144,454	1834.....	140,474,355	107,693,395	32,780,960
1823.....	101,941,575	49,642,715	52,298,860	1835.....	142,591,640	116,965,740	25,625,900
1824.....	83,186,292	40,513,673	42,672,619	1836.....	148,955,595	126,514,045	22,441,550
1825.....	70,806,290	46,845,224	23,960,448	1837.....	146,638,181	125,567,881	21,070,300
1826.....	72,216,166	47,932,546	24,293,620	1838.....	156,192,500	129,234,780	26,957,720
1827.....	91,296,464	52,410,926	38,885,538	1839.....	161,643,674	137,100,774	24,542,900
1828.....	93,989,122	57,371,399	36,617,723				

AMOUNT IN SILVER RUBLES.

1840.....	47,263,000	32,829,000	8,436,000	1855.....	63,724,795	57,004,725	6,720,070
1841.....	50,506,600	41,704,200	8,802,400	1856.....	69,593,760	62,504,370	7,089,390
1842.....	47,105,800	38,446,600	8,659,200	1857.....	67,142,665	79,539,120	7,603,455
1843.....	47,942,200	39,119,900	8,822,300	1858.....	96,333,495	89,197,475	7,136,020
1844.....	50,396,000	42,741,900	7,654,200	1859.....	105,000,000	97,897,000	7,103,000
1845.....	55,843,700	48,650,100	7,193,600	1860.....	104,610,000	95,586,400	9,023,600
1846.....	57,214,900	50,345,500	6,869,400	1861.....	98,400,900	85,747,500	12,653,400
1847.....	55,951,900	48,725,900	7,226,000	1862.....	103,009,850	94,522,950	8,486,900
1848.....	51,682,100	43,763,700	7,918,400	1863.....	102,707,400	92,593,000	10,109,400
1849.....	55,492,500	45,541,500	9,951,000	1864.....	111,347,600	94,679,550	16,668,050
1850.....	55,984,600	46,293,300	9,691,300	1865.....	112,782,000	99,595,320	13,186,680
1851.....	60,975,700	53,690,400	7,285,300	1866.....	126,702,800	113,817,990	12,884,810
1852.....	65,038,500	57,908,900	7,229,600	1867.....	126,512,000	105,956,600	21,555,400
1853.....	63,439,300	54,417,700	9,041,600	1868.....	127,033,000	111,356,950	15,676,050
1854.....	59,175,180	50,180,500	8,994,680	1869.....	144,191,000	123,306,000	20,885,000

The completion of the railroad from St. Petersburg, in the north, and of the one from Odessa, in the south, to Moscow; the certainty of the completion of that from Düna-burg, on the line from Berlin to St. Petersburg, through Smolensk to Moscow, during the summer of 1870, and the extension of a road from Moscow to Nijni, completed in 1864, have benefited the Nijni fair, by rendering it possible for traders and manufacturers throughout Europe to forward to it goods and machinery that would not have reached it in any other way, and by enabling thousands of merchants and travelers to attend it who would otherwise have been deterred from undertaking so long, tedious, difficult, and dangerous a journey.

The Russian government has now surveyed two lines for railroads

eastward from Nijni through Siberia, and it is supposed that one if not both of these will be speedily built; but those who must decide this question are declared to be deterred from prosecuting these enterprises through fear of annihilating the ancient and time-honored institution of Nijni.

In Russia, more than elsewhere in Christendom, the people are wedded to all that is rendered venerable by age, and the senile ever becomes a sacred part of their religion and is perpetuated by the instincts of superstition and seems enshrined in the "holy of holies" consecrated to its elements.

No one doubts that the completion of a railroad eastward from Nijni through Siberia would remove the necessity for continuing such a fair and cause it to die of inanition, and the question now agitated is, will the government of Russia be more benefited by perpetuating the fair at Nijni than by opening to commerce and travel the *terra incognita* of interior and eastern Siberia, in spreading throughout Asiatic Russia such a net-work of railroads as is now demanded by the interests of civilization everywhere.

GEO. T. ALLEN.

ODESSA.

MARCH 28, 1871. (Received April 26.)

From an examination of the appended tables, it appears that the exportation of grain from this port during the year 1870 has reached a figure far above that of any other year on record—namely, 5,418,000 tchetverts, or over thirty-two millions of bushels. The value of this grain would average, probably, from eight to nine rubles the tchetwert, and sum up over forty-five millions of rubles.

Add to this the value of wool, tallow, oxen, horses, sheep, spirits, cordage, and other exports, and the total of all would amount to near sixty millions of rubles.

This is more than the sum of exportations of the two preceding years, and twenty per cent. above that of the year 1867, the largest heretofore recorded.

The importations show also a large increase in quantity of some articles, as coals, cotton, iron, tea, tobacco, and others; and although it is impossible to ascertain the exact value of the various importations from the quantity only of each being given, it is fair to presume (from a comparison of the respective quantities) that if they amounted, as estimated for the year 1869, to twenty-four millions of rubles, they exceed that amount for the year 1870, and perhaps approximate to one-half the amount of exportations, or thirty millions of roubles.

The shipping engaged in this commerce has also been nearly double that of the year 1869, the whole number of vessels having been 1,673, against 905 of the preceding year. The largest proportion of them have been: Italian, 420; Austrian, 370; Russian, 280; English, 270; and of the 333 steamers included in the number, 126 were Russian, 91 English, and 82 Austrian. No American vessel has figured in the number.

Over three-fifths of all the exportations have been to England, one-fifth to France, and the balance distributed to Turkey, Greece, and different continental countries.

The direct trade with America, which does not appear in these tables, has been, as reported in my dispatch, No. 98, of the 31st December last—being of exports (mostly wool) from this port and Taganrog—near a mil-

lion and a half of rubles; the larger half of which, however, was from Taganrog, and from 500,000 to 600,000 rubles from Odessa. The direct importations from America to this port were larger than in any previous year; eight cargoes of which were of petroleum.

The prospect for the future of Odessa becomes more and more brilliant. The extensive system of interior Russian railways, all terminating at this point only, upon the Black Sea, and the direct connection soon to be achieved with the European railway systems, together with the new steamship lines already in operation to India, China, and Japan, by the Suez Canal, which, having Odessa as their terminus, will make of it the entrepôt of all Eastern merchandise (by way of the sea) for the whole of Russia—this, added to the extensive river navigation, (including that of the Kouban, lately opened,) in correspondence with the regular lines from here over the Black and Azof Seas; the railway over the Caucasus from Poti and Tiflis, which will open commerce more direct with the Caspian Sea and Central Asia; and the well-established steam communication with the ports of Southern, Western, and Northern Europe, all tend to show that Odessa is destined soon to become a great commercial town.

The exciting speculations in real estate, so well known in the western cities of America, are now for the first time witnessed at Odessa. The same is true respecting the lands situated within a long radius from here. The richness of the soil and comparative mildness of the climate of Southern Russia, now that railway facilities for travel are afforded, are attracting a large emigration from the colder and less thrifty regions of the north. All real property has doubled in value within a very few years, and the upward tendency is more rapid now than at any previous moment. Large fortunes are to be quickly made in this region of the world by immediate investments in real estate.

The population of Odessa is fast increasing. Ten years ago it was with difficulty admitted to be 120,000, whereas to-day it is estimated at 200,000.

Philanthropists would, doubtless, say that all the great improvements and advancements in Russia are a consequence of the liberation of the serfs. I am not disposed to controvert that opinion. General progress of civilization at the appointed hour has probably been the cause of both; and as the condition of the people shall be higher in the scale, the changes from the old to the new order of things will be more marked everywhere.

The exportation from the port of Nicolaïff has been during the year 1870 six hundred thousand tchetverts, or about three and a half millions of bushels of grain; and the shipping engaged in it mostly English, Italian, and Austrian; in all 164 sailing vessels.

With regard to the commerce of the ports of the sea of Azof for the past year, I would respectfully refer to the report of our late lamented consular agent at Taganrog, Mr. Pedemonte, and my dispatch No. 100, of February 25, 1871, accompanying it, to the Department of State.

TIMOTHY C. SMITH.

Table showing the price, in rubles, of grain, per tchebert of six bushels, at Odessa, for each month of the year 1870.

Months.	Soft wheat. (winter.)		San Denis- ka (white wheat.)		Ghirca, (sp's wheat.)		Armutka, (hard wh't.)		Rye.		Indian corn.		Barley.		Oats.		Lined.		Colza, (rape- seed.)	
	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.
1870.																				
January	7.50	9.75	9.25	10.05	7.40	9.70	8.37	.....	.....	.....	6.30	6.50	4.50	4.80	3.79	3.85	12.95	13.92	.....	.....
February	7.17	9.87	8.60	10.50	7.50	9.75	9.40	10.00	3.12	6.75	.....	.....	4.22	4.25	3.73	.....	13.10	13.75	.....	.....
March	8.25	10.20	9.00	10.50	8.75	10.20	9.40	10.20	3.85	6.90	.....	.....	4.57	.....	3.50	3.60	13.50	13.60	.....	.....
April	7.85	10.75	9.60	10.50	7.95	10.50	9.25	.....	3.85	6.87	.....	.....	4.40	4.82	3.40	4.12	13.65	14.15	.....	.....
May	8.37	11.12	10.50	11.50	8.17	11.12	.....	.....	3.55	6.67	5.72	6.12	4.50	4.75	3.53	4.35	13.20	13.75	.....	.....
June	9.25	12.00	.....	.....	9.25	12.00	10.10	10.65	6.00	6.10	6.12	6.40	4.82	5.87	4.45	5.00	14.50	14.75	6.75	.....
July	9.67	11.85	10.00	.....	9.40	11.90	10.65	11.00	3.00	6.10	6.25	6.75	4.40	5.40	4.82	5.22	13.75	13.75	.....	.....
August	10.00	.....	.....	.....	8.62	10.75	9.00	.....	3.00	5.85	5.75	6.12	4.25	4.45	.....	.....	13.40	.....	.....	.....
September	9.00	9.75	9.00	.....	8.75	9.50	9.00	9.20	3.00	5.85	5.75	6.00	4.25	4.40	3.30	3.40	12.50	.....	6.40	.....
October	8.90	11.42	.....	.....	8.90	10.47	8.62	9.67	3.12	6.00	5.75	6.15	4.27	4.75	3.25	3.00	11.75	12.00	5.00	5.12
November	9.25	10.87	10.50	12.00	9.50	12.15	9.85	10.50	3.80	6.80	6.12	6.50	4.60	4.55	3.80	4.12	11.75	14.15	5.00	6.75
December	9.25	10.87	8.50	11.25	9.25	11.02	10.25	10.90	6.12	6.50	5.72	6.75	4.52	4.87	3.87	5.22	11.75	14.15	5.00	6.75
Whole year.	7.17	12.00	8.50	12.00	7.40	12.15	8.37	11.00	3.00	6.00	5.35	6.75	4.22	4.92	3.97	4.32	11.25	13.55	6.88	6.90
Year 1869	8.00	12.20	8.00	12.25	8.00	11.00	8.25	10.37	6.00	7.00	5.35	6.75	4.60	5.25	.....	.....	.....	.....	.....	.....

Table showing the rates of exchange at Odessa on London and Marseilles each month in 1870.

Months.	London.		Marseilles.		Months.		London.		Marseilles.		Average.		London.		Marseilles.	
	Highest.	Lowest.	Highest.	Lowest.			Highest.	Lowest.	Highest.	Lowest.			Highest.	Lowest.	Highest.	Lowest.
1870.																
January	R. 8.22	R. 8.13	R. 3.06	R. 3.00	1870.		R. 8.06	R. 7.92	R. 3.19	R. 3.34	During the year		R. 8.33	R. 8.22	R. 3.09	R. 3.24
February	R. 8.29	R. 8.21	R. 3.07	R. 3.03	September		R. 7.97	R. 7.70	R. 3.10	R. 3.22			R. 8.33	R. 8.22	R. 3.09	R. 3.24
March	R. 8.27	R. 8.21	R. 3.06	R. 3.03	October		R. 7.97	R. 7.70	R. 3.10	R. 3.22			R. 8.33	R. 8.22	R. 3.09	R. 3.24
April	R. 8.33	R. 8.23	R. 3.05	R. 3.03	November		R. 8.01	R. 7.79	R. 3.10	R. 3.22			R. 8.33	R. 8.22	R. 3.09	R. 3.24
					December		R. 7.96	R. 7.86	R. 3.10	R. 3.22			R. 8.33	R. 8.22	R. 3.09	R. 3.24

General exportation from Odessa for the year 1870.

Articles.	Quantities.
Rye.....	tohetwerts.. 379, 683
Barley.....	do..... 361, 063
Wheat.....	do..... 2, 898, 515
Indian corn.....	do..... 1, 029, 690
Peas.....	do..... 11, 752
Oats.....	do..... 407, 362
Flour.....	do..... 143, 542
Linseed.....	do..... 144, 479
Rapeseed.....	do..... 33, 896
Tallow.....	poeds.. 126, 841
Spirits.....	do..... 98, 736
Oxen.....	head.. 6, 801
Horses.....	do..... 363
Sheep.....	do..... 36, 479
Wool.....	poeds.. 285, 546
Cordage.....	do..... 35, 642
Candles.....	do..... 125
Sundries.....	value, roubles.. 1, 109, 241
Foreign gold, (coin).....	do..... 65, 980
Foreign silver, (coin).....	do..... 47
Prussian gold, (coin).....	do..... 20, 143
Prussian silver, (coin).....	do..... 1, 390

Ships cleared from Odessa during the year 1870.

Nationality.	Sail.	Steam.	Total.
Austrian.....	288	82	370
Belgian.....	2	11	13
Danish.....	1		1
English.....	179	91	270
French.....	13	12	25
Greek.....	55		55
Dutch.....		4	4
Italian.....	414	6	420
Norwegian.....	85		85
Portuguese.....			
Russian.....	154	126	280
Swedish.....	6		6
Turkish.....	63		63
German.....	85		85
Spanish.....		1	1
Totals.....	1, 345	333	1, 678
With cargoes.....	996	300	1, 296
In 1869.....	432	248	680

Exports from Odessa for the year 1870, and their destination.

Destination.	Wheat.	Rye.	Ind'n corn.	Barley.	Oats.	Peas.	Flour.	Linseed.	Rapeseed.	Total tchits.	Wool.	Tallow.
	Total	Total	Total	Total	Total	Total	Total	Total	Total		Poods	Poods
Great Britain	1,800,000	264,000	828,000	285,000	13,000	4,500	17,500	105,000	98,000	3,427,000	174,000	63,000
France	677,300	.....	94,000	45,000	470,000	4,400	1,500	14,500	3,000	1,390,700	38,800	4,000
Turkey and Greece	16,000	400	5,800	.....	.....	800	194,000	.....	.....	147,800	21,000	33,300
Adriatic ports	54,000	17,000	.....	1,800	2,400	1,000	200	.....	.....	75,400	15,500	1,400
Spain and Portugal	7,300	.....	.....	.....	.....	.....	.....	.....	.....	7,300	.....	.....
Sweden and Norway	43,000	16,000	.....	.....	.....	.....	.....	.....	.....	16,000	.....	.....
Continent	206,000	73,000	.....	46,200	5,500	.....	200	94,000	4,000	199,700	54,000	94,000
Italy	19,400	3,000	.....	.....	5,000	300	.....	.....	.....	214,700	300	.....
Different countries .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19,400	.....	.....
Total tchetsverts	2,823,000	379,400	1,027,800	360,000	498,700	11,000	143,400	143,500	33,200	5,418,000	297,000	195,900
Total tchetsverts in 1869	1,083,500	34,000	148,500	91,550	100,500	10,800	97,500	204,000	40,000	1,811,500	300,600	228,000
Total tchetsverts in 1868	1,296,000	86,000	161,000	111,100	263,000	20,500	81,000	331,000	64,000	2,365,500	296,000	213,000

Articles imported from other countries at Odessa during the year 1870.

Articles.	Quantities.	Articles.	Quantities.
Medicines.....poods..	480	Oil.....poods..	186, 473
Raw cotton.....do..	10, 067	Silk, (spun).....do..	82
Cotton yarn.....do..	10, 811	Watches.....number..	10, 416
Fancy articles.....do..	1, 365	Coals.....poods..	10, 662, 076
Corks.....do..	981	Do.....tons..	171, 968
Sheet tin.....do..	7, 932	Salted fish.....poods..	3, 477
Coffee.....do..	72, 503	Cheese.....do..	6, 467
Paints.....do..	86, 252	Rice.....do..	52, 398
Incense.....do..	8, 003	Dressed leather.....do..	3, 407
Cotton goods.....do..	10, 504	Sulphur.....do..	19, 811
Silk goods.....do..	840	Cosmetics.....do..	633
Woolen goods.....do..	8, 729	Writing paper.....do..	4, 922
Linen goods.....do..	7, 054	Cigarette paper.....do..	8, 068
Linen.....value, roubles..	121, 059	Tea.....do..	28, 512
Made-up clothing.....do..	133, 696	Railway iron.....do..	2, 509, 639
Machines.....poods..	241, 438	Railway furniture.....do..	24, 303
Jewelry.....do..	73	Musical instruments.....do..	475
Tin in bars.....do..	5, 545	Leather work, (goods).....do..	3, 620
Lead.....do..	37, 055	Pianos.....number..	330
Sundries.....do..	202	India-rubber goods.....poods..	1, 621
Spirits.....do..	4, 008	Marble work.....do..	5, 743
French wines.....do..	52, 154	Crockery and glassware.....do..	72, 181
Do.....bottles..	76, 144	Hardware.....do..	9, 659
Greek wine.....poods..	25, 480	Guns and pistols.....do..	151
Beer.....do..	1, 106	Soap.....do..	1, 434
Do.....bottles..	133, 961	Carriages and wagons.....number..	842
Olives.....poods..	43, 809	Gold coin.....roubles..	718, 314
Pepper and spices.....do..	27, 570	Silver coin.....do..	8, 375
Sugar, (in sand).....do..	5	Gold, (Russian coin).....do..	166, 066
Sugar, (in heads).....do..	2	Silver, (Russian coin).....do..	14, 942
Tobacco, (in leaves).....do..	50, 356	Paper, (Russian money).....do..	2, 893, 631
Cigars.....do..	320	Sundries, (paper money).....do..	2, 250
Fruits.....do..	539, 650		

Exports from Nicolaieff for the year 1870.

Articles.	Quantities.
Wheat.....tchetwerts..	418, 397
Rye.....do..	51, 528
Barley.....do..	35, 397
Oats.....do..	60, 044
Linsced.....do..	13, 864
Rapeseed.....do..	1, 554
Flour.....poods..	750
Bones.....do..	23, 200
Total tchetwerts.....	600, 764

Ships cleared from Nicolaieff for the year 1870.

Nationality.	Number.
English.....	40
French.....	1
German.....	8
Austrian.....	37
Greek.....	21
Italian.....	40
Norwegian.....	7
Russian.....	9
Turkish.....	1
Total.....	164

TAGANROG.

FEBRUARY 27, 1871. (Received March 23.)

The navigation of the port of Taganrog closed on the 26-8th December. The number of vessels which visited this harbor during the year 1870 was 1,781, 493,398 tons, of which 1,398, 402,794 tons, were in ballast, and 383, 90,604 tons, with cargoes. Among the arrivals there were none under national colors.

During the past year the commercial transactions of this port have greatly surpassed those of the preceding year, and doubtless they would have been more important, owing to the railway which connects Taganrog with the rich and productive districts of the southern ports of this vast empire, had not the Franco-German conflict embarrassed commerce in general. As soon as the war broke out, and after the ill-success of the French arms, a feeling of discouragement to speculate set in and a great slackness followed in the shipment of cereals to the Mediterranean, which was increased by the difficulty in negotiating bills on France, and it was not till the autumn that the news of an armistice gave a momentary vigor to business, which soon relapsed into its former state on learning the ill-success of the treaties for peace.

The prices of the principal articles of export in this market were, from the spring to the month of September, at the following rates: Hard wheat, from 10 to 11 rubles per tchetwert; soft wheat, from 9.85 to 11.50 rubles per tchetwert; rye, from 6 to 7 rubles per tchetwert; barley, from 5 to 5.25 rubles per tchetwert; wild colza, 7 rubles per tchetwert; linseed, from 14 to 14.40 rubles per tchetwert; oats, from 3 to 3.50 rubles per tchetwert; wool in the grease, from 4 to 4.15 rubles per pood; washed wool, 8 rubles per pood. Afterward prices fell about 50 kopecks per tchetwert, owing to the satisfactory result of the harvest in this neighborhood. The whole extent of the coast line, and the interior to the distance of 800 versts, had very abundant crops, especially grain. The general yield was as follows: wheat, 10 to 13 tchetverts to one; rye, 15 to 20; barley and oats, 20 to 25; linseed gave only 7 to 8, as it suffered from drought.

The following table shows the commercial transactions of this port during the year 1870:

Articles.	Weight or measure.	Quantity.	Price of the year in rubles.		Value in rubles.
			Mini- mum.	Maxi- mum.	
EXPORTS.					
Sundry wheat	Tchetverts	3,037,170	7.00	10.50	26,575,237
Linseed	Tchetverts	504,887	10.75	12.50	5,866,786
Barley	Tchetverts	639,822	4.50	5.00	2,719,243
Rye	Tchetverts	345,418	5.75	6.00	2,027,603
Wild colza	Tchetverts	64,388	6.00	6.50	402,425
Oats	Tchetverts	191,408	3.00	3.50	622,076
Caviar yemba	Poods	21,491	14.00	16.00	322,265
Caviar, red	Poods	69,238	8.00	9.00	538,583
Tallow	Poods	168,518	4.00	4.50	716,901
Salt butter	Poods	113,253	8.50	8.75	976,246
Salt fish	Poods	5,112	3.00	3.50	16,614
Cordage	Poods	697		5.00	3,485
Flour	Poods	10,951	0.90	1.20	11,498
Clean wool	Poods	202,868	7.75	8.00	1,606,728
Iron bars	Poods	14,305	2.00	2.50	32,186
Bones	Poods	10,329		0.50	5,164
Silk	Poods	752	60.00	61.00	43,560
Mats	Number	31,400		0.25	7,850
Sundry goods					20,000
Total exports					42,571,784

Articles.	Weight or measure.	Quantity.	Price of the year in rubles.		Value in rubles.
			Mini- mum.	Maxi- mum.	
IMPORTS.					
Sugar, Havana	Poods.	1,533	8.00	9.00	13,800
Coffee	Poods.	4,487	14.00	17.00	66,618
Turkish tobacco	Poods.	13,560	25.00	35.00	376,800
Cantons tea	Poods.	2,173	1.10	1.60	2,833
Sundry wines	Poods.	178,349	3.00	3.75	661,928
Soft olives	Poods.	13,425	4.15	4.50	56,063
Oranges and lemons..... per 1,000	Poods.	93,821	24.00		224,552
Dry fruits.....	Poods.	683,699	2.25	9.00	3,355,002
Olive oil.....	Poods.	102,371	8.00	8.50	844,560
Rice	Poods.	1,348	2.75	4.00	4,549
Incense	Poods.	1,449	14.00	14.50	21,648
Cheese	Poods.	1,443	16.00	24.00	28,860
Coal	Poods.	144,985	0.17	0.18	10,873
Champagne	Bottles	37,316	3.00	3.75	125,841
Porter	Bottles	58,748		0.75	44,061
Machines	Number	552			20,000
Species					288,362
Sundry goods					636,532
Total imports.....					6,730,482

There were shipped to New York 134,839 poods of donskey wool, for the most part washed, the value of which, as per invoices legalized by this agency, amounted to 860,558 rubles. Besides which a cargo of 16,798 poods unwashed wool, and 971 poods washed, was also shipped to New York this autumn, the invoices of which were legalized at Odessa, as the shipper of the cargo was at that time in Odessa. The actual stock in hand destined for exportation is as follows: hard wheat, 374,000 tchetwerts; soft wheat, 261,000 tchetwerts; barley 92,000 tchetwerts; rye, 70,000 tchetwerts; oats, 23,000 tchetwerts; linseed, 26,000 tchetwerts; wild colza, 8,000 tchetwerts; clean wool, 5,000 poods; tallow, 60,000 poods. The following table shows the number of vessels of each nation which have visited this harbor during the navigation of the Sea of Azof for 1870:

Flag.	Number.	Tonnage.	Steamers.
Austrian	70	25,474	1
Belgian	3	2,887	3
English	283	106,074	32
French	5	1,116	
German	48	16,834	
Grecian	674	146,182	
Italian	320	108,881	
Norwegian	136	51,054	2
Russian	102	24,068	4
Samian	2	380	
Swedish	2	752	
Turkish	131	8,744	
Wallachian	5	952	
Total	1,781	493,398	

The rates of freight during the year were from 3½ to 4½ francs per charge for the ports of the Mediterranean, and from 44s. to 55s. 6d. per ton tallow for the United Kingdom. The last freights paid for the re-opening of the navigation next spring were 48s. per ton tallow for the United Kingdom, and 3½ to 3½ francs per charge for the Mediterranean Sea.

Trade return of Marioupol.

Articles.	Quantity.	Weight or measure.	Value in roubles.	Flag.	No.	Tonnage.
EXPORTATION.				SHIPS ARRIVED.		
Hard wheat.....	32, 733	Tchetverts	948, 904	American.....	1	354
Soft wheat.....	1, 060, 455	do	8, 218, 528	Austrian.....	48	19, 980
Rye.....	42, 595	do	212, 975	English.....	53	22, 699
Barley.....	104, 762	do	419, 048	French.....	1	236
Linseed.....	27, 573	do	351, 573	German.....	5	850
Wild colza.....	11, 423	do	58, 970	Grecian.....	28	6, 760
Wool.....	3, 443	Poods	12, 803	Italian.....	180	58, 712
Hides.....	80	do	388	Norwegian.....	6	1, 917
				Russian.....	41	17, 772
				Turkish.....	5	348
Total.....			9, 594, 185	Total.....	348	129, 728

Trade return of Berdiansk.

Articles.	Quantity.	Weight or measure.	Value in roubles.	Flag.	No.	Tonnage.
EXPORTATION.				SHIPS ARRIVED.		
Wheat.....	854, 178	Tchetverts	7, 359, 691	Austrian.....	35	12, 866
Barley.....	38, 558	do	144, 953	English.....	26	8, 308
Rye.....	2, 000	do	11, 000	German.....	7	2, 424
Maize.....	920	do	8, 200	Grecian.....	69	16, 090
Linseed.....	3, 200	do	32, 000	Italian.....	203	50, 028
Wool merinos.....	19, 015	Poods	133, 000	Norwegian.....	3	1, 006
Hides.....	1, 176	do	4, 400	Russian.....	5	834
Salt butter.....	1, 112	do	8, 800	Turkish.....	14	334
Cocoons.....	152	do	9, 000	Walachian.....	2	362
Total.....			7, 712, 044	Total.....	364	101, 242

A. PEDEMONTE.

' Classes of vessels entered: 4 ships, 6 barks. Cleared: 2 ships, 6 barks. Aggregate tonnage entered, 6,989.64.

SAN DOMINGO.

Navigation and commerce of the United States with San Domingo for the year ending September 30, 1870.

PORT.	VESSELS.				CARGOES.				
	ENTERED.		CLEARED.		INWARD.		OUTWARD.		
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	Description.	Value.
SAN DOMINGO CITY. Year ending Sept 30 *.	9	New York	10	New York	12	Assorted mdse, flour, &c.....	\$145,742 63	Honey, gum, &c	\$9,441 36
	2	Boston	2	Baltimore	1	Ballast .....				13	Logwood, &c	24,816 69
	2	Baltimore	2	Boston	13	.....	145,742 63	.....	34,258 05
	13	.....	14	.....	.....	.....	.....	.....	.....

* Classes of vessels entered: 8 steamers, 3 schooners, 2 brigs. Cleared: 8 steamers, 3 schooners, 2 brigs. 1 class not reported. Aggregate tonnage entered, 6,770.92.

SAN SALVADOR.

SONSONATE.

*Statement showing the value, description, and quantity of exports from the consular district of Sonsonate to the United States for the year ending September 30, 1870.**

Description.	Quantity.	Value.
Deer-skins	5 bales	} \$140, 643 42
Hides	3,543	
Indigo	34 oercoons	
Coffee	6,325 bags	
Sugar	3,728 bags	
Rice	1,339 bags	
India-rubber	8 bales	
Balsam	1 bale	

* Compiled from the quarterly returns of Mr. J. Mathé.

SPAIN.**BARCELONA.**

MARCH, 24, 1870. (Received April 6.)

Since the revolution of September, 1868, trade with the United States has greatly fallen off, as may be seen by the annexed statements. It is, however, beginning to revive rapidly, and, if confidence be reestablished in Spain, will soon surpass that of any other previous period.

Cotton is brought to Barcelona from the United States, for the most part, in Spanish bottoms, a fact that may be explained as follows: a Spanish vessel sails from this port to South America with a cargo of which the captain is part owner. He disposes of it there and loads again for Cuba or the United States, where he buys cotton and returns home.

This system, to a certain degree, excludes our vessels from the cotton trade, which is very important in this place.

The differential duties, moreover, give an advantage to Spanish cotton vessels of about one dollar per bale.

These duties are being gradually extinguished, and will expire in 1872, in accordance with the law of November, 1868. This fact cannot fail to transfer the carrying trade in cotton to American vessels, as none can compete with them on equal terms.

An English company is in possession of a grant originally made to Spaniards for building new docks. They are pushing forward the works as fast as steam and northern energy will permit. Greater facilities will, therefore, shortly be given for the discharge and rapid dispatch of vessels.

The port charges amount, in full, to 13 reals, or 65 cents per ton, upon discharged freight.

The depth of water in port is 24 feet for a few vessels, and 18 feet generally, which is a recent improvement.

CHAS. A. PERKINS.

Commerce of the port of Barcelona during the 3d and 4th quarters of 1869.

1,387 vessels, navigated by 24,180 men; tonnage, 248,090.

American vessels from the United States with cargo: Number of vessels, 10, navigated by 98 men; tonnage, 3,631. Cargo: Barrels of petroleum, 11,226; bales of cotton, 1,504; staves, 131,000; pieces of timber, 44,820; tons of logwood, 272.

Vessels of all nations from the United States with cargo: Number of vessels, 19, navigated by 233 men; tonnage, 4,672. Cargo: Bales of cotton, 7,133; barrels of petroleum, 10,986; staves, 67,020; barrels of resin, 400.

Vessels of all nations cleared from the port: 2,572 vessels, navigated by 24,640 men; tonnage, 296,109; with cargo, 1,389; in ballast, 1,183.

American vessels cleared from the port: 9 vessels, navigated by 85 men; tonnage, 3,004; with cargo, 2; in ballast, 7.

MALAGA.

*Statement showing the exports from Malaga to the United States during the nine months ending September 30, 1870.**

Articles.	Quantity.	Articles.	Quantity.
Raisins.....boxes	500, 631	Lead.....quintals..	26, 606
Raisins.....frails	12, 067	Lead.....tons	1, 051
Raisins.....barrels and kegs	1, 187	Wine.....quarter casks.	366
Figs.....frails	927	Wine.....barrels	5
Figs.....boxes	12	Wine.....pipes	22
Almonds.....boxes	2, 838	Licorice root.....bales	3, 646
Almonds.....bags	1, 330	Licorice root.....bundles.	130
Almonds.....bales	100	Licorice paste.....boxes.	997
Almonds.....frails	587	Lemons.....boxes	12, 357
Mats.....bales	425	Grapes.....barrels and kegs.	1, 065
Oranges.....bales	435	Corks.....bales	7
Oranges.....boxes	106	Palm hats.....bales..	52

Value, in dollars, including cost, charges, and commissions, \$1,516,461 23.

Distribution.

By flags.	Value.	By ports.	Value.
United States.....	\$845, 434 76	New York.....	\$1, 286, 002 67
British.....	328, 715 78	Boston.....	125, 417 24
Spanish.....	36, 535 83	Baltimore.....	43, 864 70
Danish.....	86, 628 00	New Orleans.....	24, 296 90
Russian.....	54, 972 00	Philadelphia.....	36, 879 72
Swedish.....	39, 325 05		
Norwegian.....	124, 649 81		
Total.....	1, 516, 461 23	Total.....	1, 516, 461 23

Exports in foreign bottoms to the United States during the quarter ending March 31, 1870.

Nationality.	Where bound.	Character of merchandise.	Invoice value.
Norwegian.....	New York.....	Fruit, lead, wines, &c.....	\$50, 369 51
Prussian.....	do.....	do.....	28, 141 00
Norwegian.....	do.....	do.....	74, 287 30
Prussian.....	Boston.....	do.....	26, 631 95
Swedish.....	New York.....	do.....	39, 325 00
British.....	do.....	do.....	30, 467 15
Do.....	do.....	do.....	5, 451 21
Total.....			254, 866 12

* Compiled from the quarterly returns of Mr. A. M. Hancock.

TARRAGONA.

Statement of imports from the United States to Tarragona, from July 1, 1870, to September 30, 1870.

1,140 bales cotton.....	\$114,708 00
272,200 staves.....	61,292 00
300 barrels and 1,630 cases petroleum.....	6,200 00
	<hr/>
	182,200 00
	<hr/>

Statement of exports to the United States from Tarragona, from July 1 to September 30, 1870.

150 bags almonds.....	\$1,370 25
2,900 bags hazelnuts.....	17,400 00
1 case ribbons.....	634 70
686 barrels wine, 161 $\frac{1}{2}$ -pipes wine, 725 $\frac{1}{2}$ -pipes wine, 4 $\frac{1}{2}$ -pipes wine, 25 $\frac{1}{2}$ -pipes wine	19,908 50
	<hr/>
	39,313 45
	<hr/>

A. MULLER.

Navigation and commerce of the United States with Spain for the year 1870.

PORTS.	VESSELS.			CARGOES.						
	ENTERED.		Cleared.	INWARD.		OUTWARD.				
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.	
ALICANTE.	1	Lisbon.....	2	New York.....	1	212 bundles licorice root, 250 bags filberts.	Not given.	1	5,000 half boxes raisins, 500 half boxes almonds, 210 third casks and 299 quarter casks wine, 785 bundles licorice root.	\$20,450 15
	1	Tarragon.....			1	Ballast.....	do	1	103½ tons old iron, 888 bdls. licorice root.	3,900 00
	2		2		2			2		24,350 15
BARCELONA.	6	Boston.....	4	Medina.....	2	Cotton, staves, and logwood.	\$12,000 00	1	Files.....	8,000 00
	2	New Orleans.....	3	Tarragona.....	4	Cotton and staves.....	292,300 00	5	Not stated.	
	2	Mobile.....	2	Cardenas.....	3	69,000 staves.....	14,000 00	7	Ballast.....	
	1	Charleston.....	1	Malaga.....	2	8,263 barrels petroleum.....	69,000 00	1	Foundered at sea	
	3	New York.....	1	Leghorn.....	1	970 tons logwood.....	7,000 00			
	1	Philadelphia.....	1	Genoa.....	{ 133,300 staves.....	26,000 00				
SABAO.			1	Palmo.....	1	{ 49 sewing machines.....	2,500 00			
			1	Havana.....	1	{ 21 sticks timber.....	2,900 00			
					1	In transit for Palmo with lumber.				
			1	Foundered at sea.....	1					
	15		14		15		425,000 00	14		2,000 00
	1	Philadelphia.....	1	Havana.....	1	2,530 barrels petroleum.....	30,380 57	1	Ballast.....	Not given.
	1	New York.....	1	Malaga.....	1	50,431 gallons petroleum.....	13,787 09	1	Cement.....	
	2		2		2		44,167 66	2		

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* Classes of vessels entered: 2 brigs. Cleared: 2 brigs. Aggregate tonnage entered, 577.
 † Classes of vessels entered for six months only: 4 brigs, 2 brigs, 1 ship. Cleared: 4 brigs, 2 brigs, 1 ship. Aggregate tonnage entered, 6,175.74.
 ‡ Classes of vessels entered: 2 brigs. Cleared: 2 brigs. Aggregate tonnage entered, 606.69.

Navigation and commerce of the United States with Spain for the year 1870—Continued.

PORTS.	VESSELS.			CARGOES.					
	ENTERED.		CLEARED.	INWARD.		OUTWARD.			
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.
CADIZ.	21	New York.....	New York.....	17	1,610,940 staves, 1,750 barrels and 2,700 cases petroleum.	\$192,818 10	7	651 lasts of salt, and 628 tuns of wine.	\$136,118 50
	3	Lisbon.....	Rio Janeiro.....	1	335,280 staves, and miscellaneons.	83,804 00	8	Inward cargoes.....	53,938 40
	4	Oporto.....	Seville.....	4	Messina.....	.....	20	6,737½ lasts of salt	33,723 40
	1	Seville.....	Messina.....	1	Gloucester.....	21,674 00	1	Miscellaneous.....	25,045 20
	2	Havre.....	Gloucester.....	1	5,960 quintals coal.....	2,086 00	10	Ballast.....	.....
	2	Boston.....	Portland.....	1	Olive and cork wood.....	1,840 40	.....	.....	.....
	1	Santander.....	Boston.....	1	71,520 staves and 20 barrels beef.	12,240 00	.....	.....	.....
	1	Canary Islands.....	Rio Grande.....	1	1,000 bbls. and 400 cases petroleum, and 3,600 staves.	Unknown.	.....	.....	.....
	1	Valencia.....	Philadelphia.....	1	Ballast.....	.....	.....	.....	.....
	1	Baltimore.....	Malaga.....	16	.....	.....	.....	.....	.....
DENIA.	42	Tarragona.....	Barcelona.....	42	.....	314,462 50	46	.....	218,825 50
	2	Terragona.....	Alicante and New York.....	4	Ballast.....	.....	2	Raisins, almonds, &c.....	28,031 54
	1	Cadiz.....	New York.....	.....	.....	.....	2	Raisins, liquors, &c.....	41,665 73
	1	Alicante.....	Malaga and Boston.....	.....	.....	.....	.....	.....	.....
	.....	.....	New York.....	.....	.....	.....	.....	.....	.....
	4	.....	.....	4	.....	.....	4	.....	70,697 27

Nine mos. ending September 30. *									
Quarter ending December 31, 1869.									

MALAGA.

Nine months ending
September 30.;

5	Cadix.....	19	New York.....	1	Cotton.....	46,000 00	1	Raisins and lead.....	42,357 00
1	New Orleans.....	1	New Orleans.....	15	Ballast.....		1	Fruit, lead, &c.....	43,997 00
1	Opoto.....	1	Trapani.....	1	In transit.....		5	Raisins, wine, lead, &c.....	272,900 81
2	Lisbon.....	4	Boston.....	1	Coal from England.....		17	Raisins, grapes, lemons, licorice root, licorice paste, wines, lead, almonds, palm-leaf hats, &c.....	340,788 00
1	Barcelona.....	1	Philadelphia.....	14	Slaves and Petroleum.....	203,536 00	2	Ballast.....	
3	Tarragona.....		New York.....						
7	New York.....								
1	Sicily.....								
5	Gibraltar.....								
1	Huelva.....								
1	Corunna.....								
1	Troon.....								
1	Bilbao.....								
1	Alicante.....								
1	Denia.....								
1	Boston.....								
1	Valencia.....								
1	Baltimore.....								
35		26		35		249,526 00	26		701,142 81
2	New York.....	3	New York.....	1	Petroleum and Staves.....	7,320 00	2	General cargo.....	26,538 75
1	Bromberg.....	2	Malaga.....	1	Lumber.....	3,050 00	11	Ballast.....	
1	Lisbon.....	1	Savannah.....	1	Ballast.....				
9	Caliao.....	1	Trapani.....	10	Guano.....	551,160 00			
1	Payta.....	1	Leghorn.....	1	Petroleum.....	7,700 00			
		2	Cadiz.....						
		1	Portsmouth.....						
		1	Alicante.....						
		1	Cardiff.....						
14		13		14		569,160 00	13		26,538 75

* Classes of vessels entered: 14 barks, 21 brigs, 3 schooners, 4 ships. Cleared: 17 barks, 22 brigs, 3 schooners, 4 ships. Aggregate tonnage, 18,760.

† Classes of vessels entered: 2 barks, 1 brig, 1 schooner. Cleared: 2 barks, 1 brig, 1 schooner. Aggregate tonnage, 1,645.55.

‡ Classes of vessels entered: 14 barks, 18 brigs, 3 schooners. Cleared: 10 barks, 14 brigs, 2 schooners. Aggregate tonnage, 12,034.30.

§ Classes of vessels entered: 1 schooner, 3 brigs, 9 ships, 1 barge. Cleared: 1 schooner, 3 brigs, 8 ships, 1 barge. Aggregate tonnage, 11,933.

VALENCIA.

Year ending Septem-
ber 30.;

SPANISH DEPENDENCIES.

CUBA.

CIENFUEGOS.

Statement showing the exports from Cienfuegos to the United States during the year 1869.

Destination.	SUGAR.				MOLASSES.			Total value.
	Hbds.	Boxes.	Pounds.	Value.	Hbds.	Gallons.	Value.	
New York	32,410	816	53,504,988	\$2,998,400	6,484	901,424	\$196,314	\$2,492,714
Boston	21,882	.....	36,105,766	1,516,792	6,112	852,064	181,122	1,697,914
Philadelphia	9,566	.....	1,371,680	682,286	2,038	267,480	58,307	740,533
Portland .....	.....	.....	.....	.....	1,546	214,401	46,714	46,714
Baltimore .....	.....	.....	.....	.....	998	136,028	28,925	28,925
New Orleans	224	.....	374,740	18,698	240	33,120	9,730	28,358
Total shipment in American vessels	64,122	816	91,557,184	4,514,046	17,418	2,418,477	523,112	5,037,138

M. H. MORRIS.

Navigation and commerce of the United States with Cuba for the year 1870.

PORTS.	VESSELS.			CARGOES.					
	ENTERED.		Cleared. Where for.	INWARD.		OUTWARD.			
	No. of Vessels.	Where from.		No. of Vessels.	Description.		Value.		
CINCUFUGOS. Year ending Septem- ber 30.*	1	Navassa.....	35	Boston.....	82	Ballast.....	7	Ballast.....	83,243,563 00
	2	Portland.....	63	New York.....	30	Cooperage.....	124	Sugar and molasses.....	
	1	Vera Cruz.....	26	Philadelphia.....	6	Provisions.....			
	1	Montevideo.....	5	New Orleans.....	8	Coal.....			
	2	Pensacola.....	2	Portland.....	1	Rails.....			
	1	Jamaica.....	1	St. Stevens.....	1	Salt.....			
	4	Port Spain.....	3	Matanzas.....	12	Cargo not stated.....			
	37	New York.....	2	Sagua.....	1	Ice.....			
	16	Boston.....	1	Fall River.....	2	Lumber.....			
	20	Philadelphia.....	1	South Hatteras.....	1	Guano.....			
	8	Trinidad de Cuba.....	1	Utile Island.....					
	1	Mansanilla.....	1						
	1	Cruzco.....	1						
	5	New Orleans.....	1						
	1	Porto Rico.....	1						
	3	Demerara.....	3						
	3	Barbadoes.....	3						
	9	St. Thomas.....	9						
	2	Michias.....	2						
	2	Aspinwall.....	2						
	9	Kingston.....	9						
	4	St. Domingo.....	4						
	1	Baltimore.....	1						
	1	Portsmouth.....	1						
	1	Mobile.....	1						
	1	Guantanamo.....	1						
	1	Cuba.....	1						
	2	Santa Cruz.....	2						
	1	St. John's.....	1						
	1	New Bedford.....	1						
	1	Carthagena.....	1						
	1	Nevis.....	1						
	1	Sabanah.....	1						
	144		140			144		131	

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* Classes of vessels entered: 23 barka, 56 brig, 65 schooners. Cleared: 23 barka, 64 brig, 64 schooners. Aggregate tonnage entered, 40,028.

Navigation and commerce of the United States with Cuba for the year 1870.—Continued.

PORTS.	VESSELS.			CARGOES.					
	ENTERED.		Where for.	INWARD.		OUTWARD.			
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.
GUANTÁNAMO. Nine months ending September 30.*	6	New York.....	12	New York.....	7	Cooperage.....	7	Sugar.....	\$183,055 24
	13	Santiago de Cuba.....	3	Baltimore.....	1	Sugar and honey.....	1	Sugar and molasses.....	223,204 41
	1	Port au Prince.....	2	Boston.....	1	Cooperage, sugar, honey, and rags.....	3	Ballast.....	
	1	Charleston, S. C.....	2	Cienfuegos.....	1	Coal.....	1		
				Inagua.....	7	Sugar.....			
				Delaware.....	1	Ballast.....			
	21		21		22				406,259 65
SANTIAGO. Year ending Septem- ber 30.†	15	New York.....	13	Guantánamo.....	5	General cargoes.....		Sugar.....	305,567 30
	4	Boston.....	5	Baltimore.....	1	Ice and general cargo.....		Lumber.....	3,000 00
	5	Baltimore.....	1	Philadelphia.....	2	Gen'l cargoes and provisions.....		160 bales rags, 9 tierces honey, 400 shocks and headings.....	1,461 68
	2	Philadelphia.....	6	New York.....	11	Provisions.....			
	1	Port Spain.....	1	Manzanillo.....	1	Lumber.....			
	1	La Guayra.....	2	Boston.....	2	Coal.....			
	1	San Thomas.....	2	Navesa.....	2	Ice and provisions.....		Sugar, honey, and cedar wood Ballast.....	36,632 12
	1	Curacao.....	1	Sagua la Grande.....	1	Salt.....			
	1	Cardif.....	1	Montreal.....	1	Provisions and coal.....			
	1	Jacksonville.....	1	Sagua.....	1	Cooperage.....			
				Kingston.....	1	Flour, shocks, and hoops.....			
						Shocks and cooperage.....			
						Ballast.....			
						Not stated.....			
		32		32		32			
TRINIDAD. Year ending Septem- ber 30.‡	9	Philadelphia.....	24	New York.....	3	Assorted cargoes.....		Sugar, molasses, and melada.....	1,371,494 36
	10	New York.....	12	Philadelphia.....	5	do.....			
	7	Boston.....	9	Boston.....	1	Lumber.....			
	11	St. Thomas.....	6	Cienfuegos.....	1	Coal.....			

2	Kingston, Jan. a.	1	Falmouth.	14	Cooperago.	do		
3	Barbadoes.	2	Baltimore.					
3	Aspinwall.	1	Pensacola.					
2	Guantanamo.	1	Havana.					
2	Baltimore.							
1	Charleston, S. C.							
1	Trinidad, P. S.							
1	Jamaica.							
1	Port au Prince.							
1	Havana.							
1	Machias.							
1	Zaza.							
55		56		24		29,400 00	54	1,371,493 56

* Classes of vessels entered: 11 schooners, 8 brigantines, 2 barks. Cleared: 11 schooners, 9 brigantines, 1 bark. Aggregate tonnage, 5,303.50.

† Classes of vessels entered: 4 barks, 13 schooners, 15 brigs. Cleared: 4 barks, 12 schooners, 15 brigs. 1 not specified. Aggregate tonnage, 30,681.91.

‡ Classes of vessels entered: 2 schooners, 1 brig, 52 not specified. Cleared: 3 schooners, 2 brigs, 51 not specified. Aggregate tonnage, 16,941.11.

MATANZAS.		629		614		629		614		6,915,750 00		614		9,972,929 86	
1	Jaccolona.....	1	Jacksonville.....	1	Sagua la Grande.....	1	Previously reported.....	1	Ballast.....	1	Ballast.....	1	Ballast.....	1	Ballast.....
1	Jacksonville.....	1	Copenhagen.....	1	Philadelphia.....	1	do.....	1	do.....	1	do.....	1	do.....	1	do.....
2	Pasagoula.....	1	Liverpool.....	1	Havana.....	1	do.....	1	do.....	1	do.....	1	do.....	1	do.....
1	Providence.....	1	Galveston.....	1	New York.....	2	General cargoes.....	1	General cargoes.....	1	General cargoes.....	2	Sundries.....	2	Sundries.....
1	Belfast.....	8	Mobile.....	1	In port.....	3	General cargoes and shooks.....	5	do.....	5	do.....	3	In port.....	3	In port.....
1	Troon.....	1	.....	5	Baltimore.....	5	do.....	5	do.....	5	do.....	5	Sugar, molasses, &c.....	5	Sugar, molasses, &c.....
4	Charleston.....	1	.....	1	New York.....	1	Cooperage.....	1	Cooperage.....	1	Cooperage.....	1	Sugar, molasses, and 29 hhds. melado.....	1	Sugar, molasses, and 29 hhds. melado.....
1	Apalachicola.....	1	.....	2	In port.....	2	do.....	2	do.....	2	do.....	2	In port.....	2	In port.....
1	Swazie.....	1	.....	1	New York.....	1	do.....	1	do.....	1	do.....	1	Sugar and molasses.....	1	Sugar and molasses.....
1	Brazos.....	1	.....	1	Pensacola.....	1	do.....	1	do.....	1	do.....	1	Ballast.....	1	Ballast.....
1	Bilboa.....	1	.....	1	Cedar Keys.....	1	do.....	1	do.....	1	do.....	1	do.....	1	do.....
14	Portland.....	14	.....	1	Baltimore.....	1	General cargo.....	1	General cargo.....	1	General cargo.....	1	Sugar and molasses.....	1	Sugar and molasses.....
4	Savannah.....	4	.....	3	Cardenas.....	3	do.....	3	do.....	3	do.....	3	Ballast.....	3	Ballast.....
1	St Mary's, Ga.....	1	.....	1	Philadelphia.....	1	Gen'l cargoes and cooperage.....	1	Cooperage.....	1	Cooperage.....	1	Sugar, molasses, and cigars.....	1	Sugar, molasses, and cigars.....
2	Quebec.....	2	.....	1	Sagua la Grande.....	1	Cooperage.....	1	Cooperage.....	1	Cooperage.....	1	Ballast.....	1	Ballast.....
2	Boston.....	2	.....	1	Cardenas.....	1	Box shooks.....	1	Box shooks.....	1	Box shooks.....	1	do.....	1	do.....
1	Wilmington.....	1	.....	6	Philadelphia.....	6	do.....	6	do.....	6	do.....	6	219 tons old iron.....	6	219 tons old iron.....
1	Liverpool.....	1	.....	5	New York.....	5	Box shooks and cooperage.....	5	Box shooks and cooperage.....	5	Box shooks and cooperage.....	5	Sugar and molasses.....	5	Sugar and molasses.....
1	Cardenas.....	1	.....	1	In port.....	1	Pitch-pine lumber.....	1	do.....	1	do.....	1	In port.....	1	In port.....
1	Havana.....	1	.....	1	Boston.....	1	do.....	1	do.....	1	do.....	1	Sugar and molasses.....	1	Sugar and molasses.....
1	Thinidad, P. S.....	1	.....	2	New York.....	2	do.....	2	do.....	2	do.....	2	do.....	2	do.....
				2	Pensacola.....	2	do.....	2	do.....	2	do.....	2	Ballast.....	2	Ballast.....
				2	do.....	2	do.....	2	do.....	2	do.....	2	do.....	2	do.....
				2	New York.....	2	Box shooks.....	2	Box shooks.....	2	Box shooks.....	2	Sugar and molasses.....	2	Sugar and molasses.....
				1	In port.....	1	Cooperage.....	1	Cooperage.....	1	Cooperage.....	1	Sugar, molasses, and tobacco.....	1	Sugar, molasses, and tobacco.....
				1	Boston.....	1	Ballast.....	1	Ballast.....	1	Ballast.....	1	In port.....	1	In port.....
				1	New York.....	1	Pitch-pine lumber.....	1	Pitch-pine lumber.....	1	Pitch-pine lumber.....	1	Ballast.....	1	Ballast.....
				1	Pensacola.....	1	do.....	1	do.....	1	do.....	1	Inward cargo.....	1	Inward cargo.....
				1	Cardenas.....	1	Coal.....	1	Coal.....	1	Coal.....	1	Sugar and molasses.....	1	Sugar and molasses.....
				1	New York.....	1	Ballast.....	1	Ballast.....	1	Ballast.....	1	do.....	1	do.....
				1	Charleston.....	1	do.....	1	do.....	1	do.....	1	In port.....	1	In port.....
				1	In port.....	1	do.....	1	do.....	1	do.....	1	do.....	1	do.....

MATANZAS.

Quarter ending December 31, 1889.

* Classes of vessels entered: 211 steamers, 3 ships, 86 barks, 105 brigs, 197 schooners, 1 smack, 26 sloops. Cleared: 208 steamers, 3 ships, 83 barks, 97 brigs, 196 schooners, 1 smack, 26 sloops. A aggregate tonnage entered, 326,550 91.

† Classes of vessels entered: 12 barks, 31 brigs, 18 schooners, 3 in port. Cleared: 9 barks, 23 brigs, 12 schooners, 21 in port. A aggregate tonnage, 16,723 96.

Navigation and commerce of the United States with Cuba for the year 1870—Continued.

PORTS.	VESSELS.			CARGOES.					
	ENTERED.		CLEARED.	INWARD.		OUTWARD.			
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	Description.	Value.	
MATANZAR. Quarter ending Decem- ber 31, 1869—Cont'd.	1	Montreal	In port.	1	Box shooks	\$6,000 00	1	In port.	
	1	Beaufort, N. C.	Charleston.	1	do	2,600 00	1	Sugar, molasses, and cigars.	\$9,506 33
	3	St. John's, N. B.	do	3	do	13,700 00	1	Sugar and molasses.	13,317 21
	1	Ellsworth.	In port.	1	do	6,000 00	1	In port.	
	1	Bristol.	do	1	Potatoes and shooks	1,950 00	1	do	
	2	Pensacola.	In port.	2	Pitch-pine lumber	3,300 00	1	Sugar and molasses	10,170 75
	1	Bangor	do	1	White-pine lumber.	2,100 00	2	In port.	
	1	St. Thomas	do	1	Potatoes	2,500 00	1	do	
	1	Charleston	Charleston.	1	Pitch-pine lumber.	3,000 00	1	do	
		64			64		383,270 00	64	Sugar and molasses	5,918 13
Quarter ending March 31, 1870.*	90	In port from last quarter.		9	Previously reported		9	Sugar and molasses	549,346 90
			New York	9	do		4	do	289,900 76
			Baltimore	4	do		4	do	92,131 66
			Portland	2	do		2	do	94,090 71
			Boston	1	do		1	do	17,874 92
			Philadelphia	1	do		1	do	22,664 69
			Havana	1	do		1	Ballast	
			Sagua la Grande	1	do		1	do	
			Cardenas	1	do		1	do	
			Philadelphia	4	Gen'l cargoes, box shooks, &c	5,700 00	4	Sugar and molasses	65,488 36
35 New York	11	New York		11	do	41,400 00	11	do	309,606 60
	9			9	do	13,900 00	2	do	32,223 35
	2			2	do	1,900 00	1	do	14,844 42
	1			1	do		1	do	13,837 62
	1			1	Ballast.		1	do	51,102 75
	1			1	Box shooks.	1,700 00	1	do	
	1	New Orleans.		1	do	1,100 00	1	Cargo for Europe	
	1	Falmouth		1	Empty casks	17,600 00	3	Ballast	24,334 69
	2	Sagua la Grande.		2	General cargoes	37,900 00	12	In port.	98,145 63
	12	In port.		13	General cargoes, (8 in ballast)		5	Sugar and molasses	
24 Portland.	5	Portland.		5	General cargoes, cooperage, and coal.	15,000 00	3	do	45,908 53
	3			3	do	92,300 00	8	do	169,777 83
	8			8	do	5,000 00	3	do	
	9			9	do		3	do	54,884 34

15	Philadelphia	1	Philadelphia	1	do	5,800 00	1	do	17,834 63
		5	In port	5	Coopage, empty casks, &c.	22,000 00	5	In port	141,054 04
		6	Philadelphia	6	do	36,100 00	6	Sugar and molasses	58,360 76
		9	New York	9	do	21,100 00	7	do	
		7	In port	7	Coopage, empty casks, and coal	42,200 00	7	In port	
16	Boston	2	New York	2	Empty casks	1,200 00	2	Sugar and molasses	97,810 21
		4	Boston	4	Empty casks and gen'l cargo	15,000 00	4	do	93,668 13
		2	Philadelphia	2	do		2	do	32,715 76
		7	Galbarien	7	Ballast		7	In port	
3	Beaufort, N. C.	1	Baltimore	1	Gen'l cargoes, empty casks, (5 in ballast)	6,400 00	1	Ballast	
		1	Boston	1	Pitch-plum box shooks	4,000 00	1	In port	
		1	Portland	1	do	6,200 00	1	Sugar and molasses	13,730 00
4	Cardenas	1	New York	1	do	3,900 00	1	do	32,030 30
		2	In port	2	Ballast		1	In port	23,847 19
		3	New York	3	do		2	Sugar and molasses	39,335 60
		1	Philadelphia	1	do		1	In port	
		1	Liverpool	1	do		1	Sugar and molasses	86,613 39
8	Havana	1	Baltimore	1	do		1	do	17,967 01
		2	In port	2	do		1	Sugar and molasses	90,851 95
		1	New York	1	Box shooks and lumber	6,000 00	2	Cargo for Europe	
		2	Portland	2	do	11,000 00	1	Sugar and molasses	11,320 62
5	St. John's	1	Baltimore	1	do	5,300 00	1	do	27,069 05
		1	Portland	1	do	7,000 00	1	do	39,951 22
		1	Havana	1	do	6,600 00	2	Ballast	
		1	In port	1	do		1	In port	
5	Pensacola	1	Philadelphia	1	do		1	Sugar and molasses	14,321 12
		1	Baltimore	1	do		1	do	9,329 51
		1	Boston	1	Lumber	3,700 00	1	do	38,565 95
		1	In port	1	do	1,500 00	1	do	
		1	Sagua Grande	1	do	2,100 00	1	Ballast	
2	Cedar Keys	1	New York	1	do	6,000 00	1	In port	38,769 26
		1	Charleston	1	do	9,800 00	1	Sugar and molasses	16,311 61
1	New Bedford	1	New Orleans	1	do	1,000 00	1	do	13,338 25
4	St. Thomas	1	Philadelphia	1	Empty casks		1	do	47,520 68
		1	Portland	1	Ballast		2	do	19,107 56
		1	Baltimore	1	do		1	do	12,364 96
4	Providence	1	New York	1	do		1	do	21,153 68
		2	Philadelphia	2	do		2	do	81,199 95
		1	do	1	do		2	do	15,758 68
3	Mobile	1	Key West	1	do		3	do	44,096 91
4	Key West	2	Ballast	2	Salt fish	750 00	2	Ballast	
		2	New York	2	do		2	Sugar and molasses	22,303 63
1	Wicasset	1	Philadelphia	1	Box shooks	5,400 00	2	do	17,374 64
		1	Belfast	1	do	3,000 00	1	do	12,611 68
		1	Fall River	1	Hoops and potatoes	1,300 00	1	do	90,885 84
1	Bath	1	Philadelphia	1	do		1	do	13,718 87

* Classes of vessels entered: 1 ship, 41 barks, 56 brigs, 65 schooners. Cleared: 28 barks, 32 brigs, 56 schooners. Aggregate tonnage entered, 53,466.53.

Navigation and commerce of the United States with Cuba for the year 1870—Continued.

PORTS.	VESSELS.			CARGOES.		
	ENTERED.		Where for.	INWARD.		OUTWARD.
	No. of vessels.	Where from.		No. of vessels.	Description.		Value.
MATANZAS—Continued. Quarter ending March 31.	1	New Orleans.	1	Boston.	Ballast.	\$39,921 37
	2	Bristol.	1	Bristol.	General cargo.	8,823 87
	1	Fernandina.	1	In port.	Hoops.	.....
	1	Samana Bay.	1	do	Lumber.	.....
	8	Charleston.	1	do	Ballast.	.....
			2	New York.	do	.....
			2	Philadelphia.	do	.....
			1	Charleston.	do	.....
			3	In port.	do	.....
	8	Baltimore.	1	Boston.	Empty casks.	.....
SAGUA LA GRANDE. Six mos. ending March 31.*	5	Savannah.	5	Baltimore.	Cooperage and empty casks.	17,725 17
			2	In port.	do	157,285 40
			2	Baltimore.	do	.....
			2	do	Ballast.	56,088 45
			1	Charleston.	Lumber.	.....
			2	In port.	Ballast.	.....
	183		183			2,798,446 89
					
					
					
SAGUA LA GRANDE. Six mos. ending March 31.*	42	Havana.	32	Philadelphia.	Cooperage.	245,420 51
	5	Matanzas.	30	New York.	Lumber.	5,547 88
	4	Cienfuegos.	21	Boston.	Not reported.	.....
	1	Trinidad.	10	Portland.	Ballast.	.....
	1	Bahamas.	3	New Orleans.	do	.....
	1	Ghara.	6	Baltimore.	do	.....
	1	Nuevitas.	3	Montreal.	do	.....
	1	Calabon.	2	Falmouth.	do	.....
	1	Mayaguez.	1	do	do	.....
	1	St. Thomas.	1	do	do	.....
SAGUA LA GRANDE. Six mos. ending March 31.*	17	Buenos Ayres.	1	do	do	.....
	17	New York.	1	do	do	.....
	12	Portland.	1	do	do	.....
	8	Boston.	1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
SAGUA LA GRANDE. Six mos. ending March 31.*	42	Havana.	32	Philadelphia.	Cooperage.	245,420 51
	5	Matanzas.	30	New York.	Lumber.	5,547 88
	4	Cienfuegos.	21	Boston.	Not reported.	.....
	1	Trinidad.	10	Portland.	Ballast.	.....
	1	Bahamas.	3	New Orleans.	do	.....
	1	Ghara.	6	Baltimore.	do	.....
	1	Nuevitas.	3	Montreal.	do	.....
	1	Calabon.	2	Falmouth.	do	.....
	1	Mayaguez.	1	do	do	.....
	1	St. Thomas.	1	do	do	.....
SAGUA LA GRANDE. Six mos. ending March 31.*	17	Buenos Ayres.	1	do	do	.....
	17	New York.	1	do	do	.....
	12	Portland.	1	do	do	.....
	8	Boston.	1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
SAGUA LA GRANDE. Six mos. ending March 31.*	42	Havana.	32	Philadelphia.	Cooperage.	245,420 51
	5	Matanzas.	30	New York.	Lumber.	5,547 88
	4	Cienfuegos.	21	Boston.	Not reported.	.....
	1	Trinidad.	10	Portland.	Ballast.	.....
	1	Bahamas.	3	New Orleans.	do	.....
	1	Ghara.	6	Baltimore.	do	.....
	1	Nuevitas.	3	Montreal.	do	.....
	1	Calabon.	2	Falmouth.	do	.....
	1	Mayaguez.	1	do	do	.....
	1	St. Thomas.	1	do	do	.....
SAGUA LA GRANDE. Six mos. ending March 31.*	17	Buenos Ayres.	1	do	do	.....
	17	New York.	1	do	do	.....
	12	Portland.	1	do	do	.....
	8	Boston.	1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
SAGUA LA GRANDE. Six mos. ending March 31.*	42	Havana.	32	Philadelphia.	Cooperage.	245,420 51
	5	Matanzas.	30	New York.	Lumber.	5,547 88
	4	Cienfuegos.	21	Boston.	Not reported.	.....
	1	Trinidad.	10	Portland.	Ballast.	.....
	1	Bahamas.	3	New Orleans.	do	.....
	1	Ghara.	6	Baltimore.	do	.....
	1	Nuevitas.	3	Montreal.	do	.....
	1	Calabon.	2	Falmouth.	do	.....
	1	Mayaguez.	1	do	do	.....
	1	St. Thomas.	1	do	do	.....
SAGUA LA GRANDE. Six mos. ending March 31.*	17	Buenos Ayres.	1	do	do	.....
	17	New York.	1	do	do	.....
	12	Portland.	1	do	do	.....
	8	Boston.	1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
SAGUA LA GRANDE. Six mos. ending March 31.*	42	Havana.	32	Philadelphia.	Cooperage.	245,420 51
	5	Matanzas.	30	New York.	Lumber.	5,547 88
	4	Cienfuegos.	21	Boston.	Not reported.	.....
	1	Trinidad.	10	Portland.	Ballast.	.....
	1	Bahamas.	3	New Orleans.	do	.....
	1	Ghara.	6	Baltimore.	do	.....
	1	Nuevitas.	3	Montreal.	do	.....
	1	Calabon.	2	Falmouth.	do	.....
	1	Mayaguez.	1	do	do	.....
	1	St. Thomas.	1	do	do	.....
SAGUA LA GRANDE. Six mos. ending March 31.*	17	Buenos Ayres.	1	do	do	.....
	17	New York.	1	do	do	.....
	12	Portland.	1	do	do	.....
	8	Boston.	1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
SAGUA LA GRANDE. Six mos. ending March 31.*	42	Havana.	32	Philadelphia.	Cooperage.	245,420 51
	5	Matanzas.	30	New York.	Lumber.	5,547 88
	4	Cienfuegos.	21	Boston.	Not reported.	.....
	1	Trinidad.	10	Portland.	Ballast.	.....
	1	Bahamas.	3	New Orleans.	do	.....
	1	Ghara.	6	Baltimore.	do	.....
	1	Nuevitas.	3	Montreal.	do	.....
	1	Calabon.	2	Falmouth.	do	.....
	1	Mayaguez.	1	do	do	.....
	1	St. Thomas.	1	do	do	.....
SAGUA LA GRANDE. Six mos. ending March 31.*	17	Buenos Ayres.	1	do	do	.....
	17	New York.	1	do	do	.....
	12	Portland.	1	do	do	.....
	8	Boston.	1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
SAGUA LA GRANDE. Six mos. ending March 31.*	42	Havana.	32	Philadelphia.	Cooperage.	245,420 51
	5	Matanzas.	30	New York.	Lumber.	5,547 88
	4	Cienfuegos.	21	Boston.	Not reported.	.....
	1	Trinidad.	10	Portland.	Ballast.	.....
	1	Bahamas.	3	New Orleans.	do	.....
	1	Ghara.	6	Baltimore.	do	.....
	1	Nuevitas.	3	Montreal.	do	.....
	1	Calabon.	2	Falmouth.	do	.....
	1	Mayaguez.	1	do	do	.....
	1	St. Thomas.	1	do	do	.....
SAGUA LA GRANDE. Six mos. ending March 31.*	17	Buenos Ayres.	1	do	do	.....
	17	New York.	1	do	do	.....
	12	Portland.	1	do	do	.....
	8	Boston.	1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
SAGUA LA GRANDE. Six mos. ending March 31.*	42	Havana.	32	Philadelphia.	Cooperage.	245,420 51
	5	Matanzas.	30	New York.	Lumber.	5,547 88
	4	Cienfuegos.	21	Boston.	Not reported.	.....
	1	Trinidad.	10	Portland.	Ballast.	.....
	1	Bahamas.	3	New Orleans.	do	.....
	1	Ghara.	6	Baltimore.	do	.....
	1	Nuevitas.	3	Montreal.	do	.....
	1	Calabon.	2	Falmouth.	do	.....
	1	Mayaguez.	1	do	do	.....
	1	St. Thomas.	1	do	do	.....
SAGUA LA GRANDE. Six mos. ending March 31.*	17	Buenos Ayres.	1	do	do	.....
	17	New York.	1	do	do	.....
	12	Portland.	1	do	do	.....
	8	Boston.	1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
SAGUA LA GRANDE. Six mos. ending March 31.*	42	Havana.	32	Philadelphia.	Cooperage.	245,420 51
	5	Matanzas.	30	New York.	Lumber.	5,547 88
	4	Cienfuegos.	21	Boston.	Not reported.	.....
	1	Trinidad.	10	Portland.	Ballast.	.....
	1	Bahamas.	3	New Orleans.	do	.....
	1	Ghara.	6	Baltimore.	do	.....
	1	Nuevitas.	3	Montreal.	do	.....
	1	Calabon.	2	Falmouth.	do	.....
	1	Mayaguez.	1	do	do	.....
	1	St. Thomas.	1	do	do	.....
SAGUA LA GRANDE. Six mos. ending March 31.*	17	Buenos Ayres.	1	do	do	.....
	17	New York.	1	do	do	.....
	12	Portland.	1	do	do	.....
	8	Boston.	1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
SAGUA LA GRANDE. Six mos. ending March 31.*	42	Havana.	32	Philadelphia.	Cooperage.	245,420 51
	5	Matanzas.	30	New York.	Lumber.	5,547 88
	4	Cienfuegos.	21	Boston.	Not reported.	.....
	1	Trinidad.	10	Portland.	Ballast.	.....
	1	Bahamas.	3	New Orleans.	do	.....
	1	Ghara.	6	Baltimore.	do	.....
	1	Nuevitas.	3	Montreal.	do	.....
	1	Calabon.	2	Falmouth.	do	.....
	1	Mayaguez.	1	do	do	.....
	1	St. Thomas.	1	do	do	.....
SAGUA LA GRANDE. Six mos. ending March 31.*	17	Buenos Ayres.	1	do	do	.....
	17	New York.	1	do	do	.....
	12	Portland.	1	do	do	.....
	8	Boston.	1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
SAGUA LA GRANDE. Six mos. ending March 31.*	42	Havana.	32	Philadelphia.	Cooperage.	245,420 51
	5	Matanzas.	30	New York.	Lumber.	5,547 88
	4	Cienfuegos.	21	Boston.	Not reported.	.....
	1	Trinidad.	10	Portland.	Ballast.	.....
	1	Bahamas.	3	New Orleans.	do	.....
	1	Ghara.	6	Baltimore.	do	.....
	1	Nuevitas.	3	Montreal.	do	.....
	1	Calabon.	2	Falmouth.	do	.....
	1	Mayaguez.	1	do	do	.....
	1	St. Thomas.	1	do	do	.....
SAGUA LA GRANDE. Six mos. ending March 31.*	17	Buenos Ayres.	1	do	do	.....
	17	New York.	1	do	do	.....
	12	Portland.	1	do	do	.....
	8	Boston.	1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
SAGUA LA GRANDE. Six mos. ending March 31.*	42	Havana.	32	Philadelphia.	Cooperage.	245,420 51
	5	Matanzas.	30	New York.	Lumber.	5,547 88
	4	Cienfuegos.	21	Boston.	Not reported.	.....
	1	Trinidad.	10	Portland.	Ballast.	.....
	1	Bahamas.	3	New Orleans.	do	.....
	1	Ghara.	6	Baltimore.	do	.....
	1	Nuevitas.	3	Montreal.	do	.....
	1	Calabon.	2	Falmouth.	do	.....
	1	Mayaguez.	1	do	do	.....
	1	St. Thomas.	1	do	do	.....
SAGUA LA GRANDE. Six mos. ending March 31.*	17	Buenos Ayres.	1	do	do	.....
	17	New York.	1	do	do	.....
	12	Portland.	1	do	do	.....
	8	Boston.	1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
SAGUA LA GRANDE. Six mos. ending March 31.*	42	Havana.	32	Philadelphia.	Cooperage.	245,420 51
	5	Matanzas.	30	New York.	Lumber.	5,547 88
	4	Cienfuegos.	21	Boston.	Not reported.	.....
	1	Trinidad.	10	Portland.	Ballast.	.....
	1	Bahamas.	3	New Orleans.	do	.....
	1	Ghara.	6	Baltimore.	do	.....
	1	Nuevitas.	3	Montreal.	do	.....
	1	Calabon.	2	Falmouth.	do	.....
	1	Mayaguez.	1	do	do	.....
	1	St. Thomas.	1	do	do	.....
SAGUA LA GRANDE. Six mos. ending March 31.*	17	Buenos Ayres.	1	do	do	.....
	17	New York.	1	do	do	.....
	12	Portland.	1	do	do	.....
	8	Boston.	1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
			1	do	do	.....
SAGUA LA GRANDE. Six mos. ending March 31.*	42					

2	Baltimore.....	107	186	250,967 79	107	2,943,063 50
18	Philadelphia.....					
1	Wilmington.....					
1	Charleston.....					
2	Savannah.....					
1	New Bedford.....					
1	Providence.....					
2	Machias.....					
2	Mobile.....					
126	.....	107	186	250,967 79	107	2,943,063 50

* Classifications and tonnage not given.

CANARY AND PHILIPPINE ISLANDS.

Navigation and commerce of the United States with the Canary and Philippine Islands for the year 1870.

PORTS	VESSELS.			CARGOES.		
	ENTERED.		CLEARED.	INWARD.		OUTWARD.
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.
LAS PALMAS, GRAND CANARY.	1	Bangor	2	St. Thomas	1	Lumber, tobacco, chairs, &c.
	4	New York	1	Cuba	4	General cargo
	2	Boston	2	Teneriffe	1	Lumber
	1	Pensacola	1	Cape Verde	1	Lumber and beef
	1	Port of St. Mary's	2	Cadiz	1	Lumber and flour
Year ending September 30.*	1	Teneriffe	1	Buen Aire	1	Yellow-pine lumber
	1	Fernandina	1	Havana	1	Pitch-pine lumber
	1		1	West Indies	1	Lumber, and 40 qr. casks wine
	11		11		11	
						Value.
MANILA, PHILIPPINE ISLANDS.	19	Hong-Kong	9	New York	4	Flour
	1	Liverpool	9	Hong-Kong	9	Ballast
	4	San Francisco	3	Boston	1	Specie
	1	Batavia	1	San Francisco	3	General cargo
	1	Anjer	1	Cebu	1	Specie and 3,200 sacks flour
Nine months ending September 30,†	1	Australia	5	Coal	2	Coal
	1	Boston	2	Flour, specie, general cargo	1	Flour, specie, general cargo
	1	Singapore	1	Flour and oil	1	Flour and oil
	1		1	Specie and general cargo	3	Specie and general cargo
						Value.
LAS PALMAS, GRAND CANARY.	6	Ballast	2	Hemp, sugar, indigo, sapan-wood, and cigars	2	Hemp, sugar, indigo, sapan-wood, and cigars
	1	Potatoes and onions	2	Ballast	2	Ballast
	1	Part of cargo	6	General cargo	1	Hemp, sugar, cigars, sapan-wood, and bats
	3	Not reported	1	Hemp, sugar, cigars, and hide-cuttings	1	Hemp, sugar, cigars, and hide-cuttings
						Value.
Year ending September 30.*						Value.
						Value.
						Value.
						Value.
						Value.
MANILA, PHILIPPINE ISLANDS.	2	Hemp, sugar, indigo, sapan-wood, and cigars	2	Ballast	2	Hemp, sugar, indigo, sapan-wood, and cigars
	2	Ballast	2	General cargo	2	General cargo
	1	Hemp, sugar, cigars, sapan-wood, and bats	1	Hemp, sugar, cigars, and hide-cuttings	1	Hemp, sugar, cigars, and hide-cuttings
	1	Specie, rice, general cargo	1	Specie, rice, general cargo	1	Specie, rice, general cargo
	2	Hemp, cigars, general cargo	2	Hemp, cigars, general cargo	2	Hemp, cigars, general cargo
Nine months ending September 30,†	1	Sugar, coffee, cigars, rope	1	Sugar, coffee, cigars, rope	1	Sugar, coffee, cigars, rope
	2	Hemp, sugar, sapan-wood	2	Hemp, sugar, sapan-wood	2	Hemp, sugar, sapan-wood
	1	Hemp, cigars, sugar, sapan-wood	1	Hemp, cigars, sugar, sapan-wood	1	Hemp, cigars, sugar, sapan-wood
	1	Hemp, sugar, cigars, indigo	1	Hemp, sugar, cigars, indigo	1	Hemp, sugar, cigars, indigo
						Value.
LAS PALMAS, GRAND CANARY.	2	Hemp, sugar, indigo, sapan-wood, and cigars	2	Ballast	2	Hemp, sugar, indigo, sapan-wood, and cigars
	2	Ballast	2	General cargo	2	General cargo
	1	Hemp, sugar, cigars, sapan-wood, and bats	1	Hemp, sugar, cigars, and hide-cuttings	1	Hemp, sugar, cigars, and hide-cuttings
	1	Specie, rice, general cargo	1	Specie, rice, general cargo	1	Specie, rice, general cargo
	2	Hemp, cigars, general cargo	2	Hemp, cigars, general cargo	2	Hemp, cigars, general cargo
Year ending September 30.*	1	Sugar, coffee, cigars, rope	1	Sugar, coffee, cigars, rope	1	Sugar, coffee, cigars, rope
	2	Hemp, sugar, sapan-wood	2	Hemp, sugar, sapan-wood	2	Hemp, sugar, sapan-wood
	1	Hemp, cigars, sugar, sapan-wood	1	Hemp, cigars, sugar, sapan-wood	1	Hemp, cigars, sugar, sapan-wood
	1	Hemp, sugar, cigars, indigo	1	Hemp, sugar, cigars, indigo	1	Hemp, sugar, cigars, indigo
						Value.
MANILA, PHILIPPINE ISLANDS.	2	Hemp, sugar, indigo, sapan-wood, and cigars	2	Ballast	2	Hemp, sugar, indigo, sapan-wood, and cigars
	2	Ballast	2	General cargo	2	General cargo
	1	Hemp, sugar, cigars, sapan-wood, and bats	1	Hemp, sugar, cigars, and hide-cuttings	1	Hemp, sugar, cigars, and hide-cuttings
	1	Specie, rice, general cargo	1	Specie, rice, general cargo	1	Specie, rice, general cargo
	2	Hemp, cigars, general cargo	2	Hemp, cigars, general cargo	2	Hemp, cigars, general cargo
Nine months ending September 30,†	1	Sugar, coffee, cigars, rope	1	Sugar, coffee, cigars, rope	1	Sugar, coffee, cigars, rope
	2	Hemp, sugar, sapan-wood	2	Hemp, sugar, sapan-wood	2	Hemp, sugar, sapan-wood
	1	Hemp, cigars, sugar, sapan-wood	1	Hemp, cigars, sugar, sapan-wood	1	Hemp, cigars, sugar, sapan-wood
	1	Hemp, sugar, cigars, indigo	1	Hemp, sugar, cigars, indigo	1	Hemp, sugar, cigars, indigo
						Value.

[illegible]

* Classes of vessels entered: 5 brigs, 4 schooners, 2 barka. Cleared: 5 brigs, 4 schooners, 2 barka. Aggregate tonnage, 2,570.
† Classes of vessels entered: 9 steamers, 13 ships, 1 bark. Cleared: 9 steamers, 13 ships, 1 bark. Aggregate tonnage, 38,490.
‡ Classes of vessels entered: 7 brigs, 18 ships, 10 schooners. Cleared: 8 brigs, 18 ships, 11 schooners, 1 ship, 1 not specified. Aggregate tonnage, 5,771.

PORTO RICO.

Navigation and commerce of the United States with Porto Rico for the year 1870.

PORTS.	VESSELS.			CARGOES.						
	ENTERED.		CLEARED.	INWARD.		OUTWARD.				
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.	
AGUADILLA.	4	Mayaguez	3	Baltimore	2	Provisions, cooperage, and materials.	\$21,600 00	1	Waiting for cargo.	
	3	St. Thomas	1	Sandy Hook	1	Sugar	Not stated	6	150 hogheads sugar.	82,341 53
	1	New York	1	Trieste	6	Ballast.		1	Sugar and molasses.	76,740 54
	1	St. John's, P. R.	1	New York	6	Ballast.		1	Tobacco	22,350 00
				Delaware Break-water.						
ARECIBO.	9		9		9		21,600 00	9		107,432 07
	8	St. John's, P. R.	9	New York	1	Provisions and cooper stuffs.	8,649 59	10	Sugars.	170,559 10
	2	Philadelphia	2	Philadelphia	1	Cooperage	5,000 00	4	Molasses	20,624 59
	3	St. Thomas	8	Baltimore	1	Cooperage and provisions	10,000 00	5	Sugar and molasses.	84,516 15
	2	Mayaguez	1	Delaware Break-water.	90	Ballast.		2	Sugar and oranges	23,733 64
GUAYAMA.	21	New Haven	3	New Haven	23		21,649 59	23	Ballast.	313,462 47
	15	New York	3	Humacao	8	Lumber	24,859 36	35	Sugar and molasses.	553,694 78
	3	Norwich	7	New Haven	14	Cooperage, provisions, specie.	228,960 54	4	Molasses	41,419 93
	2	Baltimore	5	Ponce, P. R.	7	Provisions and cooperage.	53,142 39	4	Returns from Ponce	59,674 93
	4	Wilmington	6	Norwich	1	Part outward cargo	9,706 34	3	Sugar.	1,022 46
Year ending September 30.*	8	New Haven	30	Tajardo, P. R.	2	Cooperage and specie.	21,858 00	2	943,000 oranges.	1,468 90
	6	St. Thomas	3	New York	2	Ballast and specie.	731 00	1	Old metal and oranges	Part inward cargo
	4	Ponce, P. R.	5	Baltimore	1	Cooperage	27,996 00	3	Part inward cargo	855 hides sugar, 18 bbls. and 29 tierces molasses.
	4	Machias	5	Boston	1	Provisions and specie.		4		
	2	Martinique	1	Mayaguez	1	Part cargo molasses.				

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MAYAGUEZ.

Year ending September 30.

Classes of vessels entered:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025	1026	1027	1028	1029	1030	1031	1032	1033	1034	1035	1036	1037	1038	1039	1040	1041	1042	1043	1044	1045	1046	1047	1048	1049	1050	1051	1052	1053	1054	1055	1056	1057	1058	1059	1060	1061	1062	1063	1064	1065	1066	1067	1068	1069	1070	1071	1072	1073	1074	1075	1076	1077	1078	1079	1080	1081	1082	1083	1084	1085	1086	1087	1088	1089	1090	1091	1092	1093	1094	1095	1096	1097	1098	1099	1100	1101	1102	1103	1104	1105	1106	1107	1108	1109	1110	1111	1112	1113	1114	1115	1116	1117	1118	1119	1120	1121	1122	1123	1124	1125	1126	1127	1128	1129	1130	1131	1132	1133	1134	1135	1136	1137	1138	1139	1140	1141	1142	1143	1144	1145	1146	1147	1148	1149	1150	1151	1152	1153	1154	1155	1156	1157	1158	1159	1160	1161	1162	1163	1164	1165	1166	1167	1168	1169	1170	1171	1172	1173	1174	1175	1176	1177	1178	1179	1180	1181	1182	1183	1184	1185	1186	1187	1188	1189	1190	1191	1192	1193	1194	1195	1196	1197	1198	1199	1200	1201	1202	1203	1204	1205	1206	1207	1208	1209	1210	1211	1212	1213	1214	1215	1216	1217	1218	1219	122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Navigation and commerce of the United States with Porto Rico for the year 1870.

PORTS.	VESSELS.			CARGOES.					
	ENTERED.		Where from.	CLEARED.		Where for.	INWARD.		OUTWARD.
	No. of vessels.	No. of vessels.		No. of vessels.	No. of vessels.		Description.	Value.	Description.
NAGUABO. Year ending September 30.*	8	5	St. Thomas	5	4	Baltimore	Provisions and shoeks	\$43,410 72	Sugar
	9	1	New York	1	2	New Haven	Lumber and cooperage	10,395 00	Molasses
	4	25	Baltimore	1	8	New York	Provisions and cooperage	77,915 00	Sugar and molasses
	1	1	Norwich	1	3	Arroyo	Provisions and lumber	10,233 00	Ballast
	5	1	Arroyo	1	3	Puerto Cabello	Lumber	6,250 00	
	1	1	Machias	1	18	St. Thomas	Ballast		
	5	1	St. John's, P. R.	1		Boston			
	5	1	Vieque	1		Delaware Break water.			
	1		Savannah						
	1		Mayaguez						
PONCE. Year ending September 30.*	37	36	Arecibo	36	36			148,403 72	
	1	32	In Guayama	32	1	New York	In Guayama	Not stated.	Sugar and molasses
	2	3	Santa Cruz	3	6	Portland	Pitch-pine lumber	18,709 00	Molasses
	2	11	Georgetown, S.C.	6	5	New Haven	Coopers' stock	24,927 00	Sugar
	8	16	New Haven	11	5	Mayaguez	Pitch-pine lumber and tar	3,752 00	Sugar and molasses
	1	1	Wilmington, N.C.	1	1	Navassa	Machinery	9,475 00	Sugar, molasses, and cotton
	1	1	Arroyo	1	1	St. Thomas	Machinery and drugs	4,575 00	Sugar, molasses, & castor oil
	21	9	New York	9	18	Newburyport	Provisions and cooper's stock	2,666 00	Oranges
	3	1	Guadeloupe	1	6	Arroyo	Provisions and cooper's stock	185,166 00	Part export cargo
	3	3	St. Vincent	3	1	Havana	Export cargo	Not stated.	Inward cargo
	7	13	St. Thomas	13	1	Baltimore	Pitch-pine lumber and shingles	3,615 00	In Guayama
	1	3	Puerto Cabello	3	1	Boston	Provisions and shingles	5,514 00	In Coamo
	3	1	Barbadoes	1	1	Philadelphia	Provisions and lumber	7,081 00	In Salinas
	1	1	Savannah	1	3	Fall River	White-pine lumber	9,028 00	do
	1	1	Mobile	1	3	Santa Cruz	Provisions and hoops	11,970 00	Ballast
	2	1	Baltimore	1	2	Pensacola	General cargo	19,885 00	
	1	1	Antigua	1	2	Turk's Island	Provisions and shoeks	7,253 00	
	2	1	In Coamo	1	1	Coamo	Provisions	3,625 00	
	2	2	In Guanica	2	1		Flour and shoeks	5,313 00	
								471,038 11	

SAN JUAN.

Year ending September 30.:

3	Portland	84	82	13	Flour and 1 carriage	3 350 00	84	84	1, 044, 123 87
1	Pasacogula			1	Flour and horses	6, 700 00			
2	Philadelphia			1	Ward, hoops, and carriages	1, 975 00			
1	Kill River			2	White-pine lumber & shingles	7, 463 00			
1	Bristol			2	In Cuamoa	Not stated.			
1	Bangor			23	In Cuamoa	do			
1	Jacuo, P. R.				Ballast				
1	Guayanilla								
2	Machias								
1	Boston								
1	Grenada								
1	Salinas								
1	Providence								
1	Trinidad								
1	Jacksonville								
1	Satilla								
1	Coamo								
64		82		84		335, 074 00	84		1, 044, 123 87
24	Baltimore	27	Baltimore	13	Provisions and cooperage	152, 167 26	26	Sugar and molasses	364, 961 32
19	New York	4	Philadelphia	12	General cargo	145, 643 69	16	Sugar	225, 184 60
2	Mayaguez	1	Cienfuegos	1	Ice and cooperage	3, 669 00	7	Molasses	47, 347 16
2	Santa Cruz, W. I.	2	Ponce, P. R.	3	Ice and provisions	11, 844 44	8	Ballast	
2	Machias	2	Arecibo	2	Cooperage	8, 013 87	3	Part of inward cargo	
1	Tajardo	15	New York	4	Lumber	9, 431 47	3	All of inward cargo	
4	St. Thomas	4	Mayaguez	2	Provisions and lumber	23, 650 00			
5	Philadelphia	2	Boston	1	Fish and lumber	8, 000 00			
1	Boston	2	Turk's Islands	12	Provisions and flour	171, 604 08			
1	Wilmington	1	Puerto Plata	2	Provisions	19, 438 34			
1	Savannah	1	Monte Christi	1	Part cargo, sugar	12, 000 00			
1	Bangor	1	Naguabo	1	Lumber	Not known			
		1	St. Thomas	1	Ice, lumber, &c	3, 224 00			
		1	Tajardo	2	Ice and provisions	33, 437 00			
				1	Molasses	Not known			
				1	Iron roofing	do			
				7	Ballast				
66		63		66		602, 123 15	63		647, 393 28

* Classes of vessel entered: 23 schooners, 10 brigs, 4 barks. Cleared: 22 schooners, 10 brigs, 2 barks, 2 not reported. Aggregate tonnage, 6,367.
 † Classes of vessels entered: 2 brigs, 34 brigantines, 45 schooners, 3 barks. Cleared: 2 brigs, 31 brigantines, 46 schooners, 3 barks. Aggregate tonnage, 15,939.
 ‡ Classes of vessels entered: 40 schooners, 9 brigs, 16 brigantines, 1 bark. Cleared: 36 schooners, 11 brigs, 15 brigantines, 1 bark. Aggregate tonnage, 12,365.

SWEDEN AND NORWAY.

THE COMMERCIAL RELATIONS OF SWEDEN WITH THE UNITED STATES OF AMERICA.

Extracts from the "Annual Report of the Swedish Board of Trade," (College of Commerce,) accompanying Mr. C. C. Andrew's dispatch No. 82, January 9, 1871. (Received February 9.)

In the report about the commerce of Sweden in 1868, the board of trade observed how few grounds there appeared to be that the direct import of cotton from the United States would regain the extensive range it had reached prior to 1862. The quantity of cotton in this manner imported during 1868 had, however, exceeded with 200,000 skalpunds the import in 1867. But in 1869 no direct importation took place, although the whole import of this article during the year exceeds that in 1868. The direct import of tobacco, leaves and stalks, which so materially decreased in 1862, still continues to be very scarce, whereas the import of mineral oil, especially of the rectified quality or petroleum, has increased more and more, and was very extensive in 1869. As the current value of this article is however comparatively low, the total amount of the imported quantity from the United States in 1869 comes up only to 558,000 rix-dollars, against 1,164,000 rix-dollars in 1868. The import in 1869 was brought in by Swedish vessels for 128,000 rix-dollars, by two Norwegian vessels for 190,000 rix-dollars, and by two Prussian vessels for 24,000 rix-dollars.

The direct export of Swedish iron to the United States of America, which was brought about some years ago upon a larger scale, is the only object for any immediate shipment from Sweden, and was rather considerable in 1869.

The quantity of iron exported this year not only exceeds the export in 1868 with nearly 100,000 Swedish centners, but falls also not much under the export in 1867, the greatest ever taken place since 1839.

The value of the export computed in 1867 at 3,859,000 rix-dollars, and in 1868 at 2,926,000 rix-dollars, is stated to be 3,850,000 rix-dollars in 1869. Of this, was exported in Swedish vessels to the amount of 742,000 rix-dollars, in eleven vessels of the United States to the amount of 1,242,000 rix-dollars, and in one Finnish, one Prussian, two Danish, one Hamburg, one Dutch, two English and five Canadian vessels together, to the amount of 986,000 rix-dollars.

From the United States were imported :

Articles.	1865.	1866.	1867.	1868.	1869.
Cotton.....* skalpund.....		350, 000	319, 131	553, 270	.....
Dye-wood.....† centner.....	642	8, 036	2, 100		.....
Coffee.....skalpund.....	329, 080	333	490		687, 580
Mineral oil, (raw).....skalpund.....		1, 004, 605	441, 750		642, 275
Mineral oil, (rectified).....skalpund.....	7, 970	346, 313	428, 380	1, 161, 727	2, 236, 901
Tobacco leaves.....skalpund.....	320, 035	78, 907	161, 944	199, 626	41, 551
Tobacco stalks.....skalpund.....	156, 534	117, 767	13, 055	9, 007	22, 545

* 1 000 Swedish skalpund, (pound,) = 1 English avoirdupois, (pound.)

† 1 Swedish centner = 100 Swedish skalpund = 93.7 English avoirdupois, (pound.)

In 1869 there were also imported 1,710 skalpunds white lead, &c.

Banded goods stored up.

Articles.	1865.	1866.	1867.	1868.	1869.
Tobacco leaves.....skalpund..	232,032		551,636		
Tobacco stalks.....skalpund..	134,784		40,417		
Coffee.....skalpund..					1,506,525

To the United States were exported:

Articles.	1865.	1866.	1867.	1868.	1869.
Bar iron.....centner..	141,375	340,815	584,088	432,578	599,907
Bolt, tool, and rod iron.....centner..		5,502	3,632	2,777	5,223

In 1869 were exported 2,524 centners cast steel, 1,198 centners iron plates, 13,933 centners scrap iron, (skrot iron,) 38,528 centners manufactured iron, and some small lots of timber.

Swedish vessels which arrived in the United States, (California not included.)

Year.	FROM SWEDEN.		IRON ABROAD.				Total.	
	With freight.		With freight.		With ballast.			
	Number.	*Nylast.	Number.	Nylast.	Number.	Nylast.	Number.	Nylast.
In 1865.....	4	349	19	1,711	.....	.....	23	2,060
In 1866.....	5	428	36	3,815	5	750	49	4,993
In 1867.....	1	109	38	4,090	3	437	42	4,636
In 1868.....	3	252	34	3,436	.....	.....	37	3,688
In 1869.....	8	952	31	3,157	4	621	43	4,730

* 1 Swedish nylast (new last) = 100 Swedish centners, 9,371 avoirdupois, (pound.)

Swedish vessels which departed from the United States, (California not included.)

Year.	TO SWEDEN.		TO FOREIGN COUNTRIES.				Total.	
	With freight.		With freight.		With ballast.			
	Number.	Nylast.	Number.	Nylast.	Number.	Nylast.	Number.	Nylast.
In 1865.....	2	137	22	1,696	1	77	25	1,910
In 1866.....	3	231	39	4,393	3	361	45	4,985
In 1867.....			40	4,095	5	776	45	4,871
In 1868.....	1	74	34	3,457	1	85	36	3,616
In 1869.....	2	138	35	3,918	3	415	40	4,471

The report of the Swedish Norwegian consul in New York contains, among others, the following statements:

In the course of the year no Swedish vessel had arrived directly to New York from Sweden with Swedish iron. The whole import to this port was brought in with vessels coming from England, Hamburg, and Bremen. This circumstance was owing chiefly to the low freights for which iron could be shipped from these places in the vessels that car-

ried over emigrants. According to the accounts obtained from importers of Swedish iron in New York, the whole amount of such iron in this place during 1869 could be computed at 8,000 tons. The price of Swedish iron was always noted in gold, and in this price the duty was included, which was 1 cent per pound. Swedish iron was very little in demand during the year, and continued to be so till toward the end of the year, when an improvement took place. The average prices were as follows: Best Lancashire iron, gold, \$90 to \$95; iron of less known stamps, gold, \$75 to \$82 50; steel iron, gold, \$70 to \$80; sorted iron, gold, \$75; the whole counted per ton of 2,240 pounds.

The heavy duties upon Swedish iron in the United States hindered considerably the consumption thereof. Its goodness was nevertheless so generally recognized that several cast-steel manufacturers who had begun to manufacture steel of American iron, now resolved to use Swedish steel iron, as the most likely to be burned to advantage.

Swedish steel had several times been sent by way of experiment to New York, and in the course of 1869 a few small parcels arrived there, but it was almost unsalable in consequence of the mistrust entertained at the place against all other stamps except well-known English and American. That this unfavorable opinion chiefly depended on prejudice, may be seen from the circumstance that although the goodness of the Swedish steel was readily admitted, tradesmen were still reluctant in buying it, because the appearance of the bars differed from the English steel, and the boxes in which the cast steel was packed up were made of other kinds of wood than those in which the English was brought in. It seems, however, that this prejudice may be overcome by further trials, if they were undertaken with full knowledge of what kinds of steel are most requisite, which knowledge can only be obtained by personal experience at the place.

During the period for the grain-shipping in New York, which commonly begins in June and ends about the middle of September, Swedish and Norwegian vessels generally obtain advantageous freights. During the months of July and August in 1869 from 5s. 9d. to 6s. 3d. per quarter wheat and maize to ports in Great Britain was paid.

In the beginning of the year the price for middling upland cotton was noted 30 cents per pound, but afterward it declined to 25 cents.

In 1869 was exported from New York 65,900,000 gallons petroleum and naphtha; in 1868 the quantity was 52,800,000 gallons. The whole production of petroleum in 1869 amounted to 164,131,000 gallons, against 146,802,000 gallons in 1868. Two cargoes of naphtha were shipped to Stockholm.

From the report sent in to the Board of Trade by the Swedish-Norwegian Consul General in Washington for the year 1869, the following facts, among others, are taken, viz: That the import at Boston of Swedish bar iron, during the year was somewhat greater than in 1868, that the price had varied in proportion to the quality and the occasional demands from 75 to 95 dollars per ton, with an average price of 84 dollars for good iron, but that the prices had generally abated toward the end of the year; that the whole import to Boston of Swedish iron, which in 1868 had been 17,009 tons bar iron, to the value of \$982,840 at the place of shipment, (*a inskeppnings orten*,) amounted in 1869 to 21,075 tons bar iron, and 535 tons scrap iron (*skrot iron*,) or together 21,610 tons, to a value at the place of shipment of \$1,012,634; that of this quantity 20,070 tons, at a value of \$893,467, had been imported directly from Sweden by four Swedish, seven Norwegian, eighteen English or other foreign vessels, together, twenty nine vessels, of which twenty five arrived from Gothenburg, two from Stockholm, one from Norrköping, one from Gefle, and

that the balance, of 1,540 tons, had been imported from London by twenty-one English and other foreign vessels.

After having noticed the depressed condition in which the commerce of the United States is placed, the cause of which is chiefly to be traced to the duty-tariff now in force, and according to which about 6,000 articles are taxed with a duty amounting in the average to 47 per cent. of the goods' value, the Consul General further states that the import and export of the United States in 1869 were brought about in a ratio of more than three-fourths by foreign vessels; that the foreign commerce of the United States, as now carried on with their own vessels, is 43 per cent. less than was the case ten years ago, and that this circumstance seemed to arise principally from the increasing use of iron vessels with steam power, because the needful foreign materials could not be imported in consequence of the heavy duties thereon, while on the other hand the law prohibits any vessels, not built in the United States, to carry the American flag.

The cotton crop during the year was computed to be about 2,750,000 bales, each weighing 500 pounds.

The course of exchange on London during the year was noted in the average 4s. 2d. per gold dollar.

The following table shows the number of Swedish vessels navigating to and from California during the stated years :

Year.	FROM SWEDEN.				FROM FOREIGN COUNTRIES.			
	With freight.		With ballast.		With freight.		With ballast.	
	No.	Nylast.	No.	Nylast.	No.	Nylast.	No.	Nylast.
In 1865.....	2	204	.....	.....	1	102	1	102
In 1866.....	2	223	.....	.....	2	223	.....	.....
In 1867.....	.....	.....	.....	.....	.....	.....	.....	.....
In 1868.....	1	82	.....	.....	.....	.....	1	82
In 1869.....	1	222	.....	.....	.....	.....	1	222

The following table shows the number and burden of vessels belonging to the United States which have arrived in Sweden with freight or ballast during the stated years :

Year.	WITH FREIGHT.		WITH BALLAST.	
	No.	Nylast.	No.	Nylast.
In 1865.....	1	147	2	202
In 1866.....	.....	.....	7	1604
In 1867.....	1	212	7	1325
In 1868.....	6	717	11	1391
In 1869.....	2	270	7	1312

The foreign navigation of Sweden in 1869.

In Sweden there arrived with freight from foreign countries:

	<i>Nylaster.</i>
3, 175 Swedish vessels, measuring together.....	86, 352
746 Norwegian vessels, measuring together.....	29, 933
2, 137 foreign vessels, measuring together.....	90, 672
<hr/> 6, 058 Swedish and foreign vessels	<hr/> 206, 957

From Sweden departed to foreign countries with freight:

	<i>Nylaster.</i>
6, 264 Swedish vessels, measuring together.....	173, 111
2, 141 Norwegian vessels, measuring together.....	184, 588
3, 796 foreign vessels, measuring together.....	200, 135
<hr/> 12, 201 Swedish and foreign vessels	<hr/> 557, 834

The whole tonnage of the vessels which arrived in, and departed from, Sweden in 1869, amounted to 764,791 nylaster, or 12,275 nylaster more than in 1868.

The whole number of Swedish merchant sailing vessels at the end of 1869 consisted of 3,357 vessels, measuring together 105,412 nylaster, and has increased over 1868 by 89 vessels, of, together, 10,666 nylaster. Number of steam vessels, 1,810.

The whole revenue of customs in 1869, including the import and export duties, amounted to 13,345,377 rix-dollars, (\$3,511,941.) In this amount do not enter loading and store-house money, light-house charges, &c.

The total value of the imported goods to Sweden in 1869 by means of vessels was estimated at 134,468,000 rix-dollars, (\$35,386,316.) and by land conveyance 2,147,000 rix-dollars, or together, 136,615,000 rix-dollars, (\$35,951,316.)

The total value of the exports by means of vessels was estimated at 123,736,000 rix-dollars, and by land conveyance 2,147,000 rix-dollars, or together, 125,883,000 rix-dollars, (\$33,127,105.)

The following are the quantities of some of the imports for 1869: Coffee, 17,000,000 skalpunds; tea, 80,000 skalpunds; mineral oil, 7,000,000 skalpunds; cotton, 13,153,124 skalpunds; cotton fabrics, 900,000 skalpunds; sugar, 42,000,000 skalpunds; molasses, 7,342,234 skalpunds; tobacco, 6,000,000 skalpunds; silk, 27,000 skalpunds; wool, 3,096,584 skalpunds; wines, 3,560,000 skalpunds; wheat, 262,463 cub. feet; barley, 369,740 cub. feet; rye, 3,942,051 cub. feet; wheat flour, 320,660 centners.

The following are the quantities of some of the exports for 1869: Iron, 4,300,000 centners; steel, 118,339 centners; copper, (refined,) 42,209 centners; lumber, 100,000,000 cub. feet; lumber, 20,000,000 pieces; herring, 11,665 cub. feet; oats, 11,155,606 cub. feet; barley, 1,426,589 cub. feet; live stock, 35,222 heads; hides, 16,226 centners; butter, 672,000 pounds; cheese, 50,000 pounds; porcelain, 97,646 skalpunds; paper, 3,600,000 skalpunds.

Commerce of Norway in 1869. (From a communication of Consul Gade to the Legation.)

The statistics for 1869, just published, show very favorable results in

Norwegian trade and shipping for last year. The consular reports from foreign countries, both in and out of Europe, show a considerable increase of Norwegian shipping since the year 1868. In particular we observe that the shipping of this country in the harbors of the United States and Australia has almost doubled. In the former the number of arrivals of Norwegian ships has been: 1868, 170 ships, of 34,084 commercial lasts;* 1869, 372 ships of 70,536 commercial lasts; and of departures: 1868, 180 ships, of 35,442 commercial lasts; 1869, 347 ships, of 66,293 commercial lasts.

Arrivals of Norwegian ships in Australia have been: 1868, 20 ships, of 5,012 commercial lasts; 1869, 45 ships, of 10,145 commercial lasts.

The value of foreign goods imported to Norway in 1869 amounted to 24,000,000 specie dollars; and of Norwegian goods exported in the same year, to about 19,000,000. In 1868, the imports amounted to 26,000,000 specie dollars; and the exports to 17,000,000 specie dollars. While thus in 1868 the balance of trade in favor of foreign countries was 9,000,000 specie dollars, the next year it was already reduced to 5,000,000.

A statement is here subjoined, showing the value of the principal articles imported to and exported from Norway in 1868 and 1869:

Articles.	1868.	1869.
IMPORTS.		
	<i>Specie dollars.</i>	<i>Specie dollars.</i>
Animal food.....	1,126,000	1,050,000
Cereals.....	8,477,000	7,384,000
Coffee.....	1,416,000	1,203,000
Sugar, sirup, and honey.....	996,000	1,119,000
Brandies and spirits.....	265,000	280,000
Tobacco.....	618,000	529,000
Dry goods.....	3,263,000	2,616,000
Hides and skins.....	470,000	518,000
Coal.....	847,000	749,000
Salt.....	515,000	577,000
EXPORTS.		
Fish, (dried fish, klip fish, fresh fish, herrings, &c.....	5,942,000	7,155,000
Skins and spawn.....	721,000	855,000
Cod liver oil.....	1,033,000	1,183,000
Lumber.....	7,713,000	8,629,000
Ice.....	89,000	105,000
Sulphurous ores.....	246,000	232,000
Metals.....	375,000	293,000
Oats.....	101,000	94,000

Foreign Commerce of Sweden.

[From the "Stockholms Dagblad," January 3, 1871.]

In surveying the commercial connections of Sweden with foreign countries, it remains, in the first place, to consider our commerce with the United States of America.

The export to the said States is computed in 1869 to the total amount of 3,850,000 rix-dollars, or the greatest in value ever taken place in this direction, except in the year 1867. Without including 22,000 hundred-

* One Norwegian commercial last equal to 2.1 register tons.

weight manufactured iron and iron-plates, etc., nearly 530,000 hundred-weight bar iron was shipped during the last year to the United States. In consideration that general opinion, upon the whole, is inclined for an extensive reduction of the enormous duties laid upon almost all importable goods since the war with the Southern States, and which duties, in the average, amount to 47 per cent. of the goods value, it is probable that a liberal and thorough reform of the duty-tariff is not remote, although the Senate is thought little disposed to countenance the demands of the House. Some chance is, therefore, at hand that within a few years such regulations respecting the duties will be passed as may considerably promote the import of Swedish iron. Our market in the United States will then undeniably become of the greatest interest to our iron-works.

It is known that the extent to which the commerce of the United States abroad is carried on at present with their own vessels is 43 per cent. less than was the case ten years ago, the chief cause of which is attributed to the increasing use of iron vessels provided with steam-power, which can hardly be built there, because the foreign materials needed for the purpose cannot be imported, in consequence of the exorbitant duties imposed thereon; while, on the other hand, the law enacts that no vessels may carry the American flag without being built in the United States. This circumstance, we think, is so far from being reasonable that one can hardly comprehend that the regulations now valid in this respect have now, for the first time, become a subject for the reprobation of the House.

While our export to the United States, as stated above, has somewhat increased, and fair prospects are at hand for the future of a further extension thereof, the import has considerably fallen off since the great civil war. The value of the import of goods from the United States amounted in 1860 to 6,482,000 rix-dollars, and in 1861 about as much, but decreased in 1869 to 558,000 rix-dollars.

The direct import of cotton, before so considerable, has lately become remarkably less, and did not take place at all last year. So much the greater was the import of this indispensable article from London during these later years; the main part of which, however, was not of the American description.

The very extensive import of American tobacco leaves and stalks, which some years ago took place, has gradually lessened, and was calculated last year at only 64,000 pounds.

Petroleum is now the only article of importance in our import from the United States. In 1868 was imported 1,161,700 pounds, and in 1869 2,236,900 pounds, besides 642,300 pounds native or raw mineral oil.

PRODUCT, EXPORT, AND IMPORT OF CEREALS.

Sweden.

[Accompanying Mr. C. C. Andrew's dispatch No. 65, October 21, 1870. Received November 10.]

I. PRODUCT, 1869.

	<i>Imperial bushels.</i>		<i>Imperial bushels.</i>
Wheat	2, 200, 000	Buckwheat	20, 000
Rye	14, 400, 000	Peas and beans	1, 600, 000
Barley	10, 400, 000	Potatoes	40, 000, 000
Oats	28, 400, 000		

Estimated product in 1870, 5 to 10 per cent. higher than in 1869.

II. AREA OF LAND PRODUCING.

	<i>Acres.</i>		<i>Acres.</i>
Wheat and rye	951,600	Buckwheat.....	1,220
Barley and oats.....	1,830,000		

Estimate, 1870, augmentation of about 160,000 acres.

III. EXPORT OF CEREALS, 1869.

	<i>Imperial bushels.</i>		<i>Imperial bushels.</i>
Wheat and flour	455,080	Oats	7,114,896
Rye.....	31,560	Buckwheat.....	
Barley and malt.....	906,160		

Estimate for 1870 much augmented, but not known.

IV. IMPORT OF CEREALS, 1869.

	<i>Imperial bushels.</i>		<i>Imperial bushels.</i>
Wheat flour	900,040	Barley and malt	227,360
Rye flour or meal.....	3,571,692		

Estimate for 1870 much diminished, but not known.

Norway.

Articles.	1865.	1866.	1867.	1868.	1869.	1870.
I. PRODUCT, (IN IMPERIAL BUSHELS.)						
Wheat.....	271,384					300-380,000
Rye.....	651,390					764,000
Barley.....	3,415,546					3,820,000
Oats.....	7,881,359					8,404,000
Buckwheat.....						
Peas and beans.....	186,561					289,200
Mixed grain.....						
Barley and oats, $\frac{1}{2}$ barley, $\frac{1}{2}$ oats.....	1,741,213					1,910,000
Potatoes.....	18,035,358					21,010,000
II. AREA OF PRODUCTIVE LAND, (IN ACRES.)						
Wheat.....	43,750					40-50,000
Barley and oats.....	360,250					375,000
Buckwheat.....						
Mixed grain.....	48,750					50,000
III. EXPORT OF CEREALS, (IN IMPERIAL BUSHELS.)						
Wheat and flour.....				64	114	
Rye.....				860	1,867	
Barley and malt.....		145	672	2,320	1,149	
Oats.....		279,795	499,090	161,543	180,338	3,056,000
Buckwheat.....						
IV. IMPORT OF CEREALS, (IN IMPERIAL BUSHELS.)						
Wheat.....		148,054	142,539	154,889	155,626	152,800
Flour.....		85,002	72,767	93,768	105,160	114,600
Rye.....		3,533,717	2,736,648	375,211	3,975,997	4,202,000
Eye flour and meal.....		374,405	330,506	359,316	318,614	382,000
Barley and malt.....		1,763,873	1,537,083	2,317,842	2,214,877	2,101,000

AGRICULTURE OF SWEDEN.

General remarks.—The greater part of the surface of Sweden is low, the ascent from the Baltic to the mountain range which separates it from Norway being very gradual. The general appearance of the country is inter-

esting. Lakes and streams are numerous, dark and clear. There is much forest both of fir and hard wood. Numerous granite ridges, from 40 to 70 feet in height, traverse the country. Rocky tracts, with forests of scanty growth, alternate with fertile expanses. Many estates comprise fine undulating pastures or parks, where are growing massive, majestic white oaks, centuries old. Many of the rural scenes are of charming loveliness. The highways are excellent. The lakes, rivers, and canals afford interior navigable communication such as hardly any other nation enjoys.

The population of Sweden in 1800 was, 2,347,303; in 1850, 3,482,541; in 1867, 4,195,681. Total number of children of school age in 1868, 679,128, of whom 97½ per cent. were attending school.

Notwithstanding the almost frequent occurrence of bad seasons, the agriculture of Sweden is in a good condition, and shows the effect of intelligent exertions. The Royal Academy of Agriculture, at Stockholm, attends principally to the scientific interests of the art. It has an experimental farm under its charge, just out of the city. In each län, or county, is an agricultural economical society, a voluntary organization of public-spirited men, which has the means of distributing premiums, and which, in various ways, promotes agriculture. In each län, or county, also, is an agricultural school, in all twenty-three, where theory and practice may be learned. There are, also, two agricultural institutes, of higher grade than the schools—Aluarp, near Lund, and Ultuna, near Upsala. They are well endowed; have fine farms, and are self-sustaining. A few of the graduates every year are sent at public expense to spend a year in Scotland, observing the theory and practice of agriculture there; it being thought that the climate of Scotland, more than any other country, corresponds with that of Sweden. Agricultural statistics are collected through the Agricultural Economic Society. Blanks are annually sent by the bureau of statistics in Stockholm to these societies, whose secretaries generally see to their distribution among the farmers. The commune, or parish administration, also assists, and such other agencies are availed of as may exist, the system depending somewhat upon voluntary effort. As soon as returns are received at the bureau of statistics from any one län, they are immediately printed and circulated over the kingdom, so that it happens the statistics are sometimes sent back in printed form to a län in six weeks after they are first sent to the bureau. But the volume of annual agricultural statistics for the whole kingdom is seldom published till the statistics are two years old. The governor of the län, (a lucrative office held by appointment of the Crown during good behavior,) is generally the president of the Agricultural Economic Society. The society draws a considerable part of its revenue from the government's brandy tax, so that it is to a certain extent under the indirect compulsory influence of the government, in respect to the collection of statistics. However, much of the land in Sweden has never been surveyed or measured, and the statistics are but an approximation to the exact figures.

Drainage.—It appears that the under-drainage done in Scotland in the second quarter of the present century added to the wealth of that country a permanent capital of \$193,600,000, at 5 per cent. Drainage is a specialty in Swedish agriculture, and although the statistics of the whole amount of capital contributed to the permanent wealth of the kingdom cannot be given, the amount may safely be said to exceed \$100,000,000. A farmer wishing to have a piece of land drained can obtain the services of a skillful engineer, at a little expense, by apply-

ing through the proper official channel at Stockholm. The returns of drainage for 1867 were incomplete, yet they show that 9,756 acres of overflowed land were drained, and that 11,744 acres of land were under-drained.

Owing to the extent of the country from north to south, there is quite a difference in the planting and harvesting seasons. In Malmö län (the most southerly) in 1868, the planting was finished by the middle of May. In Norrbotten, the most northerly län, sowing was in the last half of May, harvesting last half of August; but it was a very favorable season. Generally, winter grain is sowed by the last half of September; spring grain, by the middle of May; harvesting finished by the last of August. According to the agricultural statistical report for 1868, issued August 1870, the area of mainland and islands of Sweden is 79,550,087 tunnland, (1.22 imperial acres in a tunnland,) or 97,051,107 acres; of which there were in—

	<i>Acres.</i>
Vegetable, hop, and market gardens.....	52, 684
Arable and other land under cultivation.....	6, 023, 448
Natural meadows.....	4, 910, 296
Forest bearing land.....	49, 784, 515
Mineral and waste lands.....	36, 280, 164
Total	97, 051, 107

Increased acreage of improved and cultivated land during the year 1865:

	<i>Acres.</i>
Newly cultivated land.....	28, 661
Drained.....	10, 676
Under-drained.....	34, 725
Irrigated.....	3, 245
Marled.....	32, 678
Forest sowed.....	6, 008
Forest planted.....	2, 458

Total acreage under cultivation in 1865, 5,734,000 acres; 1866, 5,878,000 acres; 1867, 5,978,000 acres; 1868, 6,100,000 acres; showing an annual average increase of about $2\frac{1}{4}$ per cent. Number of owners of farms, 1868:

Of 5 acres and less.....	63, 181
Of 5 acres to 50 acres.....	153, 379
Of 50 acres to 250 acres.....	22, 744
Of over 250 acres.....	2, 588
Total number of owners of farms	241, 892

Number of tenants and proprietors cultivating farms, there were:

Of 5 acres and less.....	91, 858
Of 5 acres to 50 acres.....	98, 665
Of 50 acres to 250 acres.....	13, 390
Of over 250 acres.....	1, 648

Total, tenants and proprietors cultivating..... 205, 561

A butter and cheese factory is in successful operation in the city of Stockholm, and produces butter of an excellent quality, which sells for 1 rix-dollar (27 cents gold) a pound. At the present time, (middle of October, 1870,) it produces 40,000 pounds per month. The past summer, it produced from 50,000 pounds to 60,000 pounds per month. Next summer it is expected to produce 100,000 pounds per month. The butter is worked by women, by hand, and not put in water at all. It is claimed in Stockholm to be the best factory of the kind in Europe. In a previous report, a statement has been given of the progress of beet-sugar factories in Sweden. Tobacco is planted to considerable extent in the vicinity of Stockholm, where the crop in a good season, like 1870, is worth \$100 per acre.

The following is principally taken from a recent report by Mr. Juhlin Dannfelt, an eminent Swedish farmer, and secretary of the Royal Agricultural Academy:

Arable estates.—The largest arable estates are to be found in the provinces of Ostgothland, Westgothland, and Scania. Estates combined with extensive woodland are chiefly in the provinces north of the great Lakes Mälär, Hjelmar, and Wener. The proportion of arable land decreases the farther one goes northward. In the central provinces, the arable soil is a strong but fertile clay. There are large farms of 600 acres or more arable; others of medium size, from 100 to 600 acres; and many small ones of less than 100 acres arable. In these provinces the proportion of arable meadow and forest land are about, for every 500 acres arable, 100 to 200 acres meadow, 200 to 300 acres pasture, and 500 to 600 acres forest. The largest farms in the environs of Stockholm consist of 3,000 to 5,000 acres of arable, combined with 10,000 to 20,000 acres of pasture and forest. The smallest farms, maintaining entirely the family who till them, consist of 40 acres of arable and meadow, combined with 50 to 100 acres pasture and forest. The occupiers of very small farms have generally other resources beyond farming for the maintenance of their families. The class in Sweden known as the peasantry own the land they cultivate. There is still another class called *torpars*, i. e., cottagers, who generally pay for the use of land in labor. The number of *torps* at the close of 1867 was 179,034. The area of a *torp* seldom exceeds 4 acres of arable land; but pasture for a number of cattle and the right of wood for fuel are almost invariably included. The labor due for such a plot, or *torp*, varies from one to three working days per week, besides a certain number of days' work done by women at harvest. Women in Sweden work on the farms in planting and hoeing as well as at harvest time.

Rents.—The average money rent of small farms where the land is of medium quality is about \$4 25 per tunnland, (1.22 acre,) and of large farms \$2 50 to \$3 25 per tunnland. The rent of the best land varies from \$4 25 to \$8 50 per tunnland, and for land of inferior quality \$1 50 to \$2 50 per tunnland. These rents are for arable and meadow land, but pasture and forest are almost invariably added in the proportion already stated at a nominal rent, except when timber is sold. Rents are generally estimated at 5 or 6 per cent. of the value.

Value of land in Scania.—The most southerly and most fertile province of arable land is worth from \$80 to \$100 per tunnland. In other provinces, from \$30 to \$80 per tunnland. In most cases pasture and woodland are included without being appraised.

Mr. Dannfelt expresses the opinion that agriculture has suffered by the tendency to subdivide land into too small farms, the purchasers often being without the necessary capital to make proper improvements.

Leases are mostly for ten years, but the crown lands are let for a term of twenty years.

Variety of crops in the southern provinces and the islands of Gothland and Oland.—Grapes and walnuts ripen; the principal field crops are rape, wheat, rye, barley, oats, beans, peas, vetches, potatoes, turnips, carrots, beets, &c. In the central provinces apples, pears, plums, and cherries ripen. The principal crops are wheat, rye, barley, oats, peas, vetches, potatoes, turnips, and beets. In the northern provinces, north of the river Dalelf, fruit will not ripen; barley and potatoes are the chief crops; rye, oats, and turnips in a lesser degree. The business of the northern farmer is chiefly restricted to growing grass.

Rotation of crops.—The rotation of crops differs according to locality. In the northern provinces the one-course system of grain every year on the same soil obtains. The two-course system, with bare fallow on one-half of the arable land, grain, and, to a lesser extent, root crops on the other half, still continues in the provinces round Lake Mälär. The three-course system—one-third of the arable land in fallow, one-third in wheat and rye, and one-third spring crops—prevails in southern provinces. In all these systems there is more or less meadow land attached to the farm, which produces hay. Throughout the country, however, Mr. Dannfelt remarks, a more rational system is gaining ground, and in the southern provinces the following prevails, differing, however, slightly, according to climate, soil, and the farmer's individual taste: It is a six to ten course rotation, according to whether grass is grown during two or more years successively. For instance, on mild clay: 1st, fallow; 2d, wheat or rye; 3d, 4th, and 5th, clover and grass; 6th, oats; 7th, potatoes; 8th, barley; 9th, clover or vetches for green fodder; 10th, wheat. On stiffer clay: 1st, fallow; 2d, rye; 3d, clover; 4th, wheat; 5th, vetches or peas; 6th, barley; 7th, oats. On light land: 1st, fallow; 2d, rye; 3d, roots; 4th, barley; 5th and 6th, grass; 7th, oats. On sandy soil only the bare fallow is exchanged for root crops, and a shorter course generally pursued. Thus: 1st, root crop; 2d, barley or oats; 3d and 4th, white clover or grass for pasture; 5th, rye. A good average yield per tunnland (1.22 acre) is as follows: Wheat, 40 bushels, 4,000 pounds straw; rye, 40 bushels, 5,000 pounds straw; barley, 40 bushels, 2,500 pounds straw; peas, 30 bushels, 2,000 pounds straw; vetches, 40 bushels, 3,000 pounds straw; oats, 50 bushels, 3,000 pounds straw; beans, 50 bushels, 2,000 pounds straw; rape, 40 bushels, 4,000 pounds straw; potatoes, 500 bushels; turnips, 1,000 bushels; beets, 750 bushels; red clover, 6,000 pounds hay; white clover, 3,000 pounds hay; Swedish clover, 6,000 pounds hay; timothy grass, 6,000 pounds hay.

Manures.—The use of phosphates is increasing more and more; that of guano and Chilian saltpeter has almost ceased. There are numerous establishments in Sweden for the manufacture of artificial manures; besides which considerable quantities are imported. Night soil in a pulverulent form, mixed with lime, ashes, and earth, is in considerable demand. Phosphates are mostly used for root crops and rye, not often for grass. A fair quantity of phosphates to be applied is 2 hundred-weight per acre.

Subsoil plows, going to the depth of 12 to 15 inches, are being introduced, and will become general, as the growth of beet-root for sugar is extended.

Wages vary according to the provinces. In the winter the average day wages may be said to be from 16 to 27 cents for men per working day of nine hours. During the summer, when the working hours are thirteen, men's wages are from 21 to 41 cents per day, all paid in money.

Women's wages in summer are from 10 cents to 22 cents per day. Year's wages are, besides board, for men, from \$20 to \$30; for girls, from \$10 to \$14. The value of board and wages for men per year is estimated at from \$65 to \$100. As already stated, the greater part of the agricultural labor is performed by the so-called "*torpars*," who are paid by an allotment on the farm. Land having recently risen in value, the *torpar* system is not found economical, and it is becoming the practice to employ married laborers, who reside on the farm, and are paid partly in money and partly in rations. In the vicinity of Stockholm the annual wages of a laborer are \$50 in money and the following rations: 2 cubic feet of wheat, 26 ditto of rye, 12 ditto of barley, 2 ditto of peas, 20 ditto of potatoes, 2 ditto of milk per diem, 200 ditto of wood, and sufficient land to cultivate about 10 cubic feet of potatoes; which suffices for the maintenance of a family with two or three children. Farm laborers, engaged by the year, receive nothing extra at harvest, but day men receive extra pay, and there is an increase in rations. Women and children are employed, and paid according to their age and ability. Piece working is increasing on the larger farms, and is confined to draining, welding, raising fences, chopping wood, getting in root crops, mowing, and hay-making. Reaping, harvesting, plowing, sowing, and harrowing are done by time.

The supply of labor depends upon local circumstances and the quality of the harvest. When the yield is small, wages are low and hands many, but during and after favorable years the contrary is the case. In general, agricultural labor is sufficient in many parts, indeed, superabundant. The superfluity is taken up by the mining industries and wood-felling, for which higher wages are paid, but greater exertions exacted. Wages have increased during the last twenty-five years at least 25 per cent. Considering the large number of hands—men, women, and children—usually employed on a farm, the wages, though nominally small, probably are not extended low in proportion to the work done. Hired farm laborers have always a cottage, rent free. As a rule, several families live in one house, having separate rooms. The "*torpars*" have always a separate cottage. Generally every married laborer has a small plot of land, rent free.

C. C. ANDREWS.

* PRODUCTION OF IRON IN SWEDEN.

[Accompanying Mr. C. C. Andrews's dispatch No. 70, November 23, 1870. Received December 12.]

The total production of bar iron in Sweden the previous year (1868) was 171,533 tons. Total exportation, 117,633 tons, of which 52,517 were exported to England, and 18,014 tons to the United States.

Statistics of the production of iron in Sweden for the year 1869, being the mining year, beginning November 1, 1868, and ending November 1, 1869.

I.—ORE.

Quantity of mountain ore taken out, 580,026 tons; quantity of bog ore taken out, 6,134 tons. The product of mountain ore exceeded that for the year 1868 by 55,216 tons, and was the largest obtained in any year. There was exported the same year 9,287 tons of ore. One hundred and seventy-eight certificates were issued for newly-discovered mines.

II.—PIG IRON.

The following table shows the production of pig iron in different countries. It will be seen that 199 blast furnaces were in operation, and were worked, in aggregate, 37,381 full days of twenty-four hours each; that 6,872,522 Swedish centners (286,355 tons) of pig iron were produced, of which 7,229 tons were in castings. This quantity exceeds the product of 1868 by 28,476 tons, and is the largest of any year's product:

Län or county.	NO. OF BLAST FURNACES—		WORKING TIME.		QUANTITY MANUFACTURED.		
	Not in use.	In use.	No. of full working days of 24 hours each.	Hours.	Pig iron.	Castings.	Total.
					<i>Ctrs. lbs.</i>	<i>Ctrs. lbs.</i>	<i>Ctrs. lbs.</i>
Norrbottn	6	—	—	—	—	—	—
Westerbotten	2	2	276	6	47,563 40	1,776 90	49,340 30
Westernorrländ	1	4	556	14.2	91,679 00	3,140 60	94,819 60
Jämtland	1	1	40	15	1,646 00	—	1,646 00
Gefleborg	8	20	3,409	—	761,307 00	4,027 00	765,334 00
Upsala	7	4	646	—	143,086 00	4,130 00	147,216 00
Stockholm	3	2	224	—	42,615 00	1,816 00	44,431 00
Kopparberg	17	47	8,404	4	1,608,583 42	10,677 29	1,619,260 71
Westmanland	9	17	2,999	23	548,793 11	8,307 60	557,100 71
Örebro	19	51	11,088	14	1,906,742 90	108,493 95	2,015,236 85
Skaraborg	—	1	244	12	33,343 66	576 89	33,920 55
Wernland	8	24	5,308	14	1,018,236 27	10,608 98	1,028,845 25
Elfsborg	—	—	36	11	5,210 85	209 65	5,420 50
Gödermanland	2	6	1,362	—	161,616 29	9,214 05	170,830 34
Östergothland	1	3	890	—	178,244 00	1,120 75	179,364 75
Kalmar	6	5	620	—	73,128 50	2,065 73	75,194 23
Jönköping	6	8	841	10	56,487 66	481 63	56,969 29
Kronoberg	6	3	433	—	20,745 20	6,847 00	27,592 20
Total	102	199	37,381	3.2	6,699,028 26	173,494 02	6,872,522 28

[NOTE.—The quantities are stated in Swedish centners; 23 centners 90 skapunda 23 ort Swedish. (usually calculated as 24 centners,) equal 1 ton, or 2,240 pounds avoirdupois.]

III.—BAR IRON MANUFACTURE, 1869.

During the year 1869, 375 bar-iron works, with 846 welding furnaces, were in operation, and produced 178,066 tons of bar iron.

Län or county.	No. of works not in use.	No. of works in use.	No. of welding furnaces in use.	Quantity manufactured.
				<i>Ctrs. lbs.</i>
Norrbottn	5	3	3	4,335 30
Westerbotten	3	4	9	31,126 38
Westernorrländ	1	12	36	111,190 15
Jämtland	—	2	2	1,708 88
Gefleborg	15	48	119	628,865 00
Upsala	1	9	33	122,646 00
Stockholm	2	5	14	56,927 00
Kopparberg	13	47	105	542,535 88
Westmanland	15	32	84	476,362 33
Örebro	17	49	111	757,618 74
Skaraborg	2	8	15	49,948 95
Wernland	33	62	149	751,885 91
Elfsborg	3	13	20	94,207 71
Götheborg and Bohu	1	1	1	810 00
Gödermanland	6	7	13	57,078 15
Östergothland	6	26	70	309,524 71
Kalmar	2	15	27	111,144 21
Jönköping	4	15	29	49,171 84
Kronoberg	3	10	11	25,245 54
Blekinge	—	2	2	43,267 78
Total	132	375	846	4,225,638 46

This was the largest quantity of bar iron which has been produced in any one year, and exceeds the amount produced in 1868 by 7,534 tons.

IV.—MANUFACTURES OF IRON AND STEEL.

The following table shows that for the mining year, 1869, 259 iron and steel manufactories were in operation and produced 31,304 tons in the aggregate:

Län or county.	Works in operation.	PRODUCTS OF MANUFACTORIES.					
		Steel.	Plates.	Spikes and nails.	Tools.	Various other manufact's.	Total.
	No.	Ctrs. lbs.	Ctrs. lbs.	Ctrs. lbs.	Ctrs. lbs.	Ctrs. lbs.	Ctrs. lbs.
Norrbottn	3			750 82	13 39	316 08	1,080 29
Westerbotten	3			1,041 83	48 80	1,531 16	2,621 79
Westernorrland	11	113 79		3,034 95	1,581 06	7,092 61	11,822 41
Jemtland	2			75 02		282 55	357 57
Gefleborg	10	87,856 00		1,351 00		24,173 00	113,380 00
Upsala	4	2,006 00		51 00		492 00	2,529 00
Stockholm	3		9,475 00	77 00		347 00	9,899 00
Kopparberg	26	23,050 84	17,188 32	6,952 21	5,770 24	2,625 59	55,587 20
Vestmanland	10	72,403 45	16,052 45	619 11	1,606 74	4,528 76	95,210 51
Örebro	21	21,705 81		5,722 98	624 22	25,675 23	53,728 24
Skaraborg	5			2,587 86	1,559 69	2,484 74	6,632 29
Wermland	51	25,957 93		20,598 91	1,951 92	29,409 06	77,917 82
Elfsborg	11	21,378 97		3,413 79		4,235 92	29,028 68
Götheborg and Bohu	3			464 01	3,242 86	400 00	4,106 87
Södermanland	8		8,000 00	8,466 18	2,274 82	986 28	19,737 28
Östergothland	26	54,564 24	56,544 54	18,142 87	6,102 90	41,311 11	176,665 66
Kalmar	16			5,684 25	2,111 10	14,194 99	22,290 34
Jönköping	18			4,085 86	1,532 27	9,391 65	15,009 78
Kronoberg	21			4,166 65	225 00	3,414 28	7,805 93
Halland	1					90 00	90 00
Blekinge	3		10,500 00	22,606 00		8,169 70	41,275 70
Malmöhu	2					3,531 00	3,531 00
Kristianstad	1					1,000 00	1,000 00
Total	259	300,037 03	117,760 31	109,872 30	22,945 01	185,682 71	751,297 36

Of the above amount of steel manufactured, 125,049 centners (5,210 tons) were made by the Bessemer process in the amounts and at the places below named:

	Centner, (principally) tons.
At Sandveken, in Gefleborg's län	77,604 00
At Siljansfors, in Kopparberg's län	5,205 65
At Vestanfors, in Vestmanland's län	41,171 70
At Carlsdal, in Örebro län	1,067 85
Total	125,049 20

V.—LABORING FORCE.

The number of hands employed at the iron works and mines during the year in the different countries was 25,081.

Number of workmen employed at the mines and works, 1869.

Län or county.	IRON MINES.				IRON WORKS.				
	Constantly.	Occasionally.	Women and children.	Total.	At blasting furnaces.	At bar iron work.	At shops and foundries.	Not classified.	Total.
Norrbotten		3		3		16	1 ^a		34
Westerbotten					37	55	26	17	135
Westernorrlund					62	193	107	70	432
Jemtland	7	3		10	4	7	6	3	20
Göteborg	186	6		202	445	740	230		1,415
Upsala	465	17	11	493	91	233	20		344
Stockholm	275	30	35	340	40	114	407		561
Kopparberg	760	53	85	898	849	751	27	195	2,082
Westmanland	268	35		303	325	539	335	173	1,372
Sala Bergshauptman, fifth Berg mästare district	440	27	23	490	360	339	36		735
Örebro, sixth Bergmästare dis- trict	536	41	59	636	460	627	110		1,197
Skaraborg					18	78	82		178
Wermland	772		78	870	450	1,030	337		1,817
Elfsborg					21	136	112		269
Göteborg and Bohu						4	340		344
Södermanland	166	14	45	225	123	66	232		421
Östergothland	27			27	63	419	526		1,008
Kalmar					82	210	312		604
Jönköping	46	17		63	129	124	93		346
Kronoberg					31	57	118		206
Halland							2		2
Blekinge							183		183
Kristianstad							57		57
Malmöhu							211		211
Total	3,958	246	336	4,560	3,590	5,738	4,187	458	13,973

¶ Six persons are reported to have been killed by accident, and thirteen others have been injured. Eighty steam-engines were employed, of which fifty were used at the mines.

COMMERCE OF SWEDEN.*

[Accompanying Mr. N. A. Elfving's dispatch No. 47, January 5, 1871. Received February 3.]

IMPORTS.

The total imports of Sweden during 1869 amounted to 136,615,000 rix-dollars, (\$36,749,435 in gold,) inclusive of imported gold and silver in coins and bars to a value of 4,149,440 rix-dollars.

The import of grain is estimated at about 21,000,000 rix-dollars. The imports of the previous year, 1868, amounted to 137,740,000 rix-dollars, inclusive of 3,327,246 rix-dollars' worth of gold and silver.

The import of grain was valued at nearly 30,000,000 rix-dollars. The import of spirits made of grain amounted in 1869 to 9,050 gallons against 349,036 gallons in the previous year, and of grape brandy to 115,500 gallons against 312,328 gallons in the previous year.

* From the report of the Swedish College of Commerce. by Google

Duty was paid in 1869 on 3,565,532 skalpunds wine in casks, exceeding the amount of the previous year with 403,778 skalpunds, (100 pounds = 106½ skalpunds.)

The import of raw sugar in 1869 amounted to 36,000,000 skalpunds, the previous year to a few thousand skalpunds more. Again, the import of refined sugar has, in 1869, decreased to 5,952,300 skalpunds against 8,224,500 skalpunds in the year previous.

The import of sirup increased from 4,975,500 skalpunds to 7,342,200 skalpunds. On coffee duty was paid for 16,943,000 skalpunds against 15,933,000 skalpunds in the previous year.

On tobacco leaves, duty was paid, in 1869, on 4,315,500 skalpunds, and on tobacco stalks on 1,522,800 skalpunds against, respectively, 4,271,300 skalpunds and 1,654,000 skalpunds in the previous year.

The import of herrings amounted, in 1869, to 1,266,000 cubic feet against 735,700 cubic feet in the previous year. The price noted per cubic foot in the Exchange, of Stockholm, was, in 1869, 3.34 rix-dollars against 4.74 rix-dollars in 1868.

Two million four hundred and fifteen thousand cubic feet of salt were imported in 1869 against 2,546,000 cubic feet in 1868. The import of coal, amounting in 1869 to somewhat more than 16,500,000 cubic feet was nearly 2,500,000 cubic feet less than in the previous year. Of raw hides and skins 48,435 hundred-weight were imported in 1869, exceeding the import of the previous year by 1,020 hundred-weight. The import of prepared hides, skins, sole-leather, &c., &c., amounted to 468,246 skalpunds against 398,034 skalpunds in 1868. The import of tallow had diminished from 43,000 hundred-weight in 1868 to 31,800 hundred-weight in 1869. The import of butter had also diminished from 35,900 hundred-weight in 1868 to 31,300 hundred-weight in 1869.

The import of wool had increased from 2,926,700 skalpunds in 1868 to 3,960,500 skalpunds in 1869.

The import of cotton had increased from 11,417,000 skalpunds in 1868 to 13,153,000 skalpunds in 1869.

In 1860, however, it amounted to more than 19,250,000 skalpunds, and in 1861 to somewhat more than 18,000,000 skalpunds, but decreased suddenly in the following year to 3,000,000 skalpunds, and in 1863 to 1,709,000 skalpunds. In 1867 it amounted to 13,467,549 skalpunds.

The import of manufactures of wool amounted in 1869: Blankets and carpets to 137,231 skalpunds; other kinds, 1,184,630 skalpunds against, respectively, 127,531 skalpunds and 876,165 skalpunds in 1868.

Of manufactures of cotton, unbleached and undyed, were, in 1869, 47,375 skalpunds imported against 48,698 skalpunds in the previous year. Of bleached and dyed, 291,700 skalpunds against 255,000 skalpunds. Of printed and colored, 438,800 skalpunds against 324,400 skalpunds.

EXPORTS.

The total value of the exports amounted in 1869 to 125,833,000 rix-dollars, (\$33,862,527 in gold,) inclusive of 2,669,414 rix-dollars' worth of exported gold and silver in coins and bars. This export exceeds that of 1868 by 6,359,000 rix-dollars. In only one previous year, or 1867, has the value of the export amounted to more, viz, 128,639,000 rix-dollars.

The export of grain, estimated at prices noted on the exchange of Stockholm, amounts to a value of nearly 20,500,000 rix-dollars, exceeding by about 800,000 rix-dollars the value of grain imported.

The export of grain in 1868, estimated at nearly 18,500,000 rix-dollars,

was more than 11,500,000 rix-dollars less than the import of the same year. The above estimate of the export of grain may, however, not be quite correct, as the report of the College of Commerce comprises only the calendar year, and the export during one year is generally made out of the crop of the previous year.

The export of iron ore amounted in 1869 to 229,900 hundred-weight, against 283,400 hundred-weight in the previous year. The export of pig iron amounted to 482,800 hundred-weight, against 490,000 hundred-weight in 1868, and 555,700 hundred-weight in 1867. Again the export of blooms increases from 168,800 hundred-weight in 1868 to 194,300 hundred-weight in 1869. The export of bar iron amounted in 1869 to 3,169,700 hundred-weight, against 2,828,100 hundred-weight in the previous year. The export of band, bolt, and hoop iron amounted in 1869 to 330,900 hundred-weight, against 223,400 hundred-weight in 1868. The export of steel has increased from 98,800 hundred-weight in 1868 to 218,300 hundred-weight in 1869.

The export of boards, deals, and planks amounted to 71,942,200 cubic feet. Deals and planks, 6 feet in length, at the utmost 2,315,884 cubic feet. Timber: masts, beams, spars, &c., &c., of various dimensions, 21,304,292 cubic feet. Pit-props, 4,407,375 cubic feet.

MANUFACTURES.

Manufactures of wood were exported to a value of 866,040 rix-dollars; tar, 290,486 hundred-weight; of matches were exported 5,634,400 skulpunds; 14,583 head of cattle and 8,476 sheep were exported in 1869, against, respectively, 16,416 and 7,401 in the previous year; 10,749 swine, against 3,076 in 1868; of cheese were 2,279 hundred-weight exported; of butter, 28,155 hundred-weight, against 23,463 hundred-weight in 1868. The export of rags has increased from 13,876 hundred-weight in 1868 to 20,932 hundred-weight in 1869; and paper from 3,407,800 skulpunds in 1868 to 3,602 skulpunds in 1869.

The export of manufactures of wool and cotton, which in 1864 amounted, respectively, to only 1,034 skulpunds and 9,622 skulpunds, has increased from, respectively, 65,949 skulpunds and 273,419 skulpunds in the year 1868 to 76,682 skulpunds, and 313,467 skulpunds in 1869.

NAVIGATION.

Three thousand one hundred and seventy-five Swedish vessels, of 389,224 tons, arrived in 1869 to Sweden with cargo, and from Sweden departed for foreign ports with cargo, 6,264 vessels, of 720,141 tons. The aggregate burden of vessels arriving in and departing from Sweden with cargo amounted to 3,181,530 tons, or 51,064 tons more than in 1868.

Table showing the declared value of the total import and export to and from different countries.

Name of country.	Value of import.	Value of export.
	<i>Rix-dollar.</i>	<i>Rix-dollar.</i>
Norway	7,761,000	5,411,000
Finland	2,869,000	1,908,000
Russia	7,206,000	1,208,000
Denmark	33,179,000	8,045,000
Prussia	8,879,000	4,005,000
Mecklenburg	110,000	698,000
Lübeck	21,675,000	4,221,000
Hamburg	4,804,000	1,501,000
Bremen	4,526,000	286,000
Oldenburg	5,000	2,000
Holland	5,338,000	5,122,000
Belgium	312,000	3,818,000
Great Britain and Ireland	26,572,000	62,117,000
France	3,770,000	16,507,000
Portugal	402,000	1,299,000
Spain	679,000	1,500,000
Gibraltar and Malta		81,000
Italy	808,000	935,000
Austria	61,000	63,000
Turkey	217,000	287,000
Egypt		173,000
Algiers		820,000
The rest of North Africa		50,000
United States	558,000	3,850,000
The West Indies	2,777,000	13,000
Brazil	2,783,000	616,000
Other countries in North and South America	1,145,000	65,000
South Africa		214,000
The East Indies and Australia	179,000	1,068,000
	136,615,000	125,883,000

The export to France amounted in 1864 to only 9,405,000 rix-dollars, and in 1869 to 16,507,000 rix-dollars, an increase of nearly 76 per cent.

The import from France was, in 1864, estimated at 2,261,000 rix-dollars, and in 1869 at 3,770,000 rix-dollars, an increase of 67 per cent. This increase in the trade between France and Sweden is considered to be the effect of the commercial treaty concluded in 1863 between the two countries, on very liberal principles.

The export to Russia has increased considerably during 1870, with strong indications of still further increase.

COMMERCE WITH THE UNITED STATES.

In regard to the commercial relations of Sweden with the United States may be remarked that no direct import of cotton took place, although the import to Sweden of this article during 1869 exceeds the same kind of import during 1868. The import of tobacco is still inconsiderable, and rather decreasing. The import of petroleum is, on the other hand, constantly increasing.

The export of bar iron to the United States was, in 1869, rather considerable, nearly 100,000 hundred-weight more than in 1868, almost as large as in 1867, when the export was larger than in any previous

year since 1839. The value of the export, which in 1867 was estimated at \$1,038,000 in gold, and in 1868 at \$787,000 in gold, is, in 1869, estimated at \$1,035,600 in gold, all in round figures.

From the United States the importation consisted chiefly of the following articles :

Articles.	1865.	1866.	1867.	1868.	1869.
Cotton..... skulpunds.	.....	350,000	319,131	553,270	.....
Dyewood..... cwt.	642	8,036	2,100	.....	.....
Coffee..... skulpunds.	329,080	353	490	.....	687,580
Petroleum, crude. skulpunds.	.....	1,004,605	441,750	.....	642,275
Petroleum, refined. skulpunds.	57,970	346,313	428,380	1,161,727	2,236,901
Tobacco, leaves... skulpunds.	320,035	78,907	161,984	199,626	41,551
Tobacco, stalks... skulpunds.	156,554	117,767	13,055	9,007	22,545

Entered in bond were :

Articles.	1865.	1866.	1867.	1868.	1869.
Tobacco, leaves.. skulpunds.	232,032	.....	551,836	.....	.....
Tobacco, stalks... skulpunds.	134,784	.....	40,417	.....	.....
Coffee..... skulpunds.	.....	.....	.....	.....	1,508,525

The chief exportation to the United States consisted of :

Articles.	1865.	1866.	1867.	1868.	1869.
Iron, bars..... cwt.	141,375	340,815	584,088	432,578	529,907
Iron, band, bolt, &c..... cwt.	.....	5,592	3,832	2,777	5,223

In 1869 were besides exported 2,524 hundred-weight pig iron, 1,198 hundred-weight iron plates, 13,933 hundred-weight scrap iron, 38,528 skulpunds manufactured iron, and some small quantities of lumber.

MINES.

Iron ore was produced to an amount of 13,920,633 hundred-weight; and lake ore to an amount of 147,215 hundred-weight. The number of mines was 461; the produce of 1869 exceeds that of 1868 with 1,326,194 hundred-weight, and is larger than in any previous year, except that of lake and bog ore, which was somewhat less. The export of ore amounted to 222,909 hundred-weight in 1869, against 283,424 hundred-weight in 1868. One hundred and ninety-nine blast furnaces were in operation during the year.

The manufacture of pig iron amounted to 872,525 hundred-weight, of which 173,494 hundred-weight cast iron were produced direct from the furnaces. This manufacture is larger than in any previous year. Besides the quantity of 173,494 hundred-weight cast iron which, as above stated, has been obtained direct from the furnaces, 226,012 hundred-weight have been manufactured through the resmelting of pig iron.

For the manufacture of bar iron, 375 works with 846 forges have been in operation, where 4,225,638 hundred-weight have been produced; also, the largest amount hitherto obtained.

The aggregate amount of steel and iron manufactured was at 259 works, 751,297 hundred-weight, inclusive of 125,049 hundred-weight Bessemer steel.

Gold was obtained to an amount of 21 skulpunds, 34 ort 79 korn, exclusive of the coin duty. Silver to an amount of 3,055 skulpunds 9 ort 24 korn.

The manufacture of copper amounted to 51,774 hundred-weight refined copper, of which more than a half came from one work; of brass, 3,220 hundred-weight were manufactured; of other mineral products were, during 1869, manufactured 12,075 hundred-weight lead, 12,065 hundred-weight purified cobalt ore, 12,872 hundred-weight manganese, 11,004 hundred-weight sulphur, 2,346 hundred-weight vitriol of copper, 1,040 barrels and 774 hundred-weight vitriol of iron, 19,285 hundred-weight red ochre, 9,760 barrels of alum, 320 hundred-weight black lead, and 2,242,759 barrels of coal.

The Swedish zinc mines belonging to the company "La Vieille Montagne" (a Belgian company) have yielded 731,450 hundred-weight. Twenty-five thousand eighty-one workmen have been employed at the above works.

MANUFACTURES.

The total of goods manufactured in Sweden in 1869 amounted to 83,320,000 rix-dollars, (\$22,144,080 in gold.) Taking the total value of goods manufactured during the last five years, the following figures appear: In 1865, 75,810,000 rix-dollars; in 1866, 83,748,000 rix-dollars; in 1867, 79,179,000 rix-dollars; in 1868, 77,300,000 rix-dollars; in 1869, 82,320,000 rix-dollars.

From this table it appears that the value of goods manufactured reached its maximum in 1866, then decreased for two years, and increased again in 1869. The decrease during 1867, 1868 is a natural consequence of the exceedingly unfavorable crops of those years. A large decrease appears in the manufacture of woolen cloth. In 1867 articles of this kind were manufactured to a value of 10,072,000 rix-dollars; in 1868 to 9,617,000 rix-dollars; and in 1869 to 8,333,000 rix-dollars. The manufacture of cotton cloth and cotton yarn exhibit, on the other hand, an increase. In 1867, 31,109,000 feet were manufactured, estimated at a value of 4,700,000 rix dollars; in 1868, 37,765,000 feet, valued at 4,912,000 rix-dollars; and in 1869, 43,870,000 feet, estimated at 5,745,000, rix-dollars. In 1865 the manufacture of cotton yarn amounted only to 5,016,000 skulpunds, valued at 8,742,000 rix-dollars; in 1867, 9,853,000 skulpunds, valued at 12,107,000 rix-dollars; in 1868, 10,116,000 skulpunds, valued at 10,782,000 rix-dollars; in 1869, 10,889,000 skulpunds, valued at 12,516,000 rix-dollars.

The manufactures of the sugar refineries have increased both in quantity and value. In 1867, 30,150,000 skulpunds sugar and 5,819,000 skulpunds sirup were manufactured, valued at 13,186,000 rix-dollars; in 1868, 30,772,000 skulpunds sugar and 4,912,000 skulpunds sirup, at a value of 13,375,000 rix-dollars; in 1869, 32,147,000 skulpunds sugar and 5,511,000 skulpunds sirup, at a value of 14,266,000 rix-dollars. It may be remarked that the import of sirup amounted in 1869 to 7,342,000 skulpunds. Improved methods and greater technical skill in the refineries appear to effect a larger amount of refined sugar, and consequently less sirup than formerly. The tobacco manufacture amounted, in 1867, to

7,709,000 skelpunds, valued at 5,933,000 rix-dollars; in 1868, to 8,268,000 skelpunds, valued at 6,129,000 rix-dollars; in 1869, to 8,576,000 skelpunds, valued at 6,220,000 dollars.

The manufacture of leather amounted in 1869 to 4,623,000 rix-dollars. The value of the manufacture of the oil mills amounted in 1869 to 1,379,000 rix-dollars, showing a decrease from former years, probably caused by the large import of mineral oils. The manufacture of stearine candles has considerably increased, amounting in 1869 to 952,000 rix-dollars. Paper was manufactured to a value of 4,645,000 rix-dollars. Matches to a value of 1,519,000 rix-dollars. The value of the manufactures of the mechanical establishments amounted in 1869 to 7,769,000 rix-dollars. The total amount of factories and industrial establishments amounted in 1869 to 2,189, against 2,217 in 1868, occupying 31,555 workmen, against 30,242 in 1868.

The population of Sweden amounted in 1869 to 4,158,757; in 1868, to 4,173,080; consequently a decrease from the former year, caused by the exceedingly large emigration, which during 1869 amounted to 39,064 persons, against 27,024 in 1868. The emigration in 1870 is at the present date not known precisely, but will probably not amount to 17,000.

CHRISTIANIA.

OCTOBER 1, 1871. (Received October 26.)

There have been no arrivals nor departures of American ships within this consulate during the past three months.

The following statement shows the description and value of the exports from this port to the United States during the quarter ending September 30, 1870:

Bar iron, Swedish, 10 tons, 13 cwt.....	\$452 65
Books, 21 cases.....	1,974 03
Cod-liver oil, 5,710 bottles.....	1,161 60
Total.....	3,588 28

The emigration of Norway, this year, will not fall much short of last year, when, according to recent returns, 20,187 persons left Norwegian harbors for America.

It is much to be regretted that no direct line of steamers has as yet been established between Norway and America, but some enterprising citizens here speak of opening one next year. Considerable sums, which are now yearly paid to English companies for forwarding emigrants, would be saved for the Norwegian shipping, and American products, such as tobacco, cotton, pork, clocks, &c., which now find their way to this country over foreign ports, would be directly imported.

The timber trade with France has suffered severely from the present war, as many orders to our exporters from that country have been countermanded. Before the outbreak of the war, however, much timber had already been shipped to France this year. On the other hand, the war has proved beneficial to Norwegian shipping, and the complaints of the freight business are not heard this year among the numerous class of shipowners here.

After several years' failure of the crops, the Norwegian farmers have this year had a good hay and corn harvest. No frost has as yet been heard

of in the mountainous districts, where the hopes of the peasantry are so often frustrated. Although Norway is not an agricultural country, the import of grain will nevertheless be considerable. It usually amounts annually to about 1,500,000 barrels of different kinds of grain, and that for a population of only 1,700,000 individuals. Large quantities of rye, the principal breadstuff of Norway, were imported here from the Prussian Baltic provinces just before the war, but on account of the rich harvest this season, the price of grain has fallen rather low.

Before the end of the present year the railroad connecting Christiania with Stockholm will be completed, and this city will henceforth have the advantage of direct railway communication with the rest of Europe during the winter. Work is now also busily going on on another line of great importance for these districts, viz, between this capital and the town of Drammen. Christiania will soon be the central depot of western and eastern railways in Norway. Like several other lines already constructed here, the Christiania-Drammen line will be built on the so-called narrow-gauge system, by which the width of the gauge has been reduced to 3 feet 6 inches, and the weight of the rails and rolling stock have also been diminished. These cheap railroads, which have now worked very well for several years, were first introduced here by the Norwegian engineer, Mr. Carl Pihl. They have attracted the general attention of the engineering world, and many foreign governments have sent engineers here to study the Norwegian system, which offers evident advantages to countries with small resources and light traffic.

GERHARD GADE.

THRONDHJEM.

FEBRUARY 28, 1871. (Received April 18.)

In compliance with your order of the 19th ultimo, I hereby beg to transmit a report of the commercial relations of this place for the past year, coupled with those of emigration, from these parts of the country.

The lists of imports and exports of Throndhjem, now published, show an improvement on the previous year in most of the principal articles of our trade. Although the bad crops of this district in 1869 necessitated an increased import of grain, colonial produce was imported on an enlarged scale, which may be attributed to the facilities offered by frequent and extended steam communications, that, by degrees are working out larger fields for our commercial operations also in that branch.

In the comparatively new fisheries of winter-herring, in the northern tracts of the country, the participation of our town is on the rise. The result of those fisheries last year was inferior to previous seasons, but as prices are improving, they will, to a certain degree, give some compensation.

The cod-fisheries of last year were successful, and made our export of the produce larger than it had been for some years. Herring was also exported on a larger scale than usual, as the produce of winter-herring of 1869, in the catch of which the expedition of our place shared with success, was exported during 1870. We exported last year: Klipfish, 91,958 voger, (1 voger equal to 36 pounds;) dried codfish, 51,604 voger; train-oil, 2,666 barrels; and herring, 53,899 barrels.

Our export of deals has in latter years been regularly increasing, and the quantity shipped last year was 20,000 tons. The constructing of additional steam saw-mills has effected an improvement, as well on the

quantity as the quality of the article, which appears now, in addition to our old market, France, to gain ground on the English market too.

The mines of our districts chiefly producing copper-ore and pyrites, have of late not been so productive as in earlier periods, and the prices of the produce have, moreover, been declining at the foreign markets. Last year upward of 800,000 pounds of pure copper were exported, besides a number of cargoes of pyrites, from mines in our neighborhood, belonging to an English company.

The aspirations of our town are now centered in the plan of railway communication with the Swedish town of Sundswall, on the Baltic, a plan started in the sister country, and warmly embraced on this side of the border. A proposal to that effect has just been laid before the National Assembly of Sweden, and a similar one will be made by government to our own National Assembly during the present session. Of the entire cost of the Norwegian part of that railway to the Swedish border, computed at about 1,200,000 specie dollars, the communal authorities of Thronthjem have voted the liberal sum of 300,000 specie dollars, or one-fourth. To the present National Assembly a governmental proposal of a connection between the railway lines of Thronthjem and the capital, toward which the community of Thronthjem has voted 130,000 specie dollars, will also be presented. These plans, which have good prospects of being carried out, will, on being realized, of course vastly influence the relations of our town, and forward its growth and progress on a scale superior to times past.

As to the emigration from our ports to the United States in 1870, it fell short of that of 1869, when a number of 2,830 emigrants were dispatched from our port, against 2,131 last year, of whom 1,644 were adults, 394 children between 1 and 12 years, and 93 infants. A couple of hundreds of the number had received passage tickets from relatives or friends in America. While in 1869 two sailing vessels with emigrants cleared out from this place, only one was expedited last year, viz, the Franklin, with 323 souls; the remainder of the emigrants went by steamer to England, to be conveyed from Liverpool by the transatlantic lines of steamers of that place, principally to Quebec and only a smaller number of them to New York, proceeding from those landing-places on their further voyage to the Western States. Of the passage tickets, 378 were for Canada, (of which 368 for Quebec,) 261 for Illinois, (of which 240 for Chicago,) 450 for Wisconsin, 359 for Minnesota, 395 for Iowa, 132 for Michigan, 16 for Nebraska, 14 for Kansas, 89 for New York, 12 for San Francisco, and the rest for several other places. The reason of the large number of tickets for Quebec is, that the passengers by sailing vessel only take out tickets as far as Quebec, leaving it to the captain to arrange railway conveyance for them on landing there. According to appearances, our emigration is rather on the decline than on the rise, the reports of many of last year's emigrants not being encouraging; and the fact of having to leave the sites of the old Norwegian settlements, and being obliged to travel long distances in quest of labor and productive free land, will, it is supposed, not be altogether without influence on the flood of emigration.

H. LUNDGREEN.

SWITZERLAND.

BASLE.

Statement showing the imports of Switzerland for 1868 and 1869.

Articles.	1868.	1869.
	<i>Quintals.</i>	<i>Quintals.</i>
Starch	47, 122	38, 203
Cotton, raw and refuse	423, 599	411, 426
Cotton yarn	11, 368	13, 130
Cotton goods of all kinds	39, 258	38, 645
Beer in casks	52, 292	44, 101
Brandy and spirit	106, 232	106, 711
Books and music	14, 766	14, 008
Butter and lard	40, 972	37, 995
Chemical products, druggists' ware	108, 730	107, 947
Drugs, spices, colors	71, 645	68, 987
Iron, wrought, sheet, and wire	323, 404	288, 876
Iron, raw and for machine building	305, 459	282, 874
Iron, cast	78, 537	99, 213
Iron and steel goods	70, 152	66, 284
Dye-wood and herbs	64, 921	65, 106
Flax and hemp	13, 252	14, 453
Hides, raw and untanned	16, 943	14, 339
Grain, legumes, maize	3, 358, 266	3, 680, 959
Glass ware	64, 416	56, 526
Wooden ware and furniture	23, 421	22, 116
Coffee, &c	160, 732	175, 057
Chicory	55, 765	56, 532
Cheese	9, 394	9, 113
Madder	17, 794	21, 162
Leather	22, 620	19, 750
Leather goods	8, 169	7, 442
Linen and flax yarn, packing cloths	28, 741	23, 862
Linen ticking	19, 232	15, 564
Rags, old paper	18, 790	13, 088
Machinery and parts thereof	78, 359	57, 306
Flour	187, 228	233, 985
Brass ware	2, 359	2, 210
Bark for tanning	59, 280	57, 330
Crude metals, copper, lead, tin, and zinc	49, 437	53, 144
Mineral water	12, 071	12, 327
Oils not medicinal	329, 635	333, 407
Paper and pasteboard	11, 819	11, 653
Rice	91, 703	82, 297
Seed	67, 467	58, 953
Silk, raw and chappe, &c	28, 373	28, 146
Silk cocoons and silk refuse	20, 466	22, 589
Silk and half silk goods	1, 945	1, 964
Soaps	36, 436	34, 751
Soda, crude and artificial	52, 278	69, 206
Tobacco in leaf	81, 705	87, 038
Tobacco, manufactured	15, 430	17, 091
Tallow and fats	23, 256	16, 486
Crockery ware, fine	17, 606	16, 267
Crockery, common	15, 117	14, 188
Wine in casks	853, 568	963, 437
Wine in bottles	9, 001	8, 703
Wool, raw	21, 433	20, 027
Wool yarn	9, 246	8, 060
Wool, manufactured goods	52, 170	45, 632
Sugar and sirup	240, 298	252, 799
Salt	226, 371	215, 519
Total imports	8, 170, 049	8, 537, 994

Statement showing the exports of Switzerland for 1868 and 1869.

Articles.	1868.	1869.
	<i>Quintals.</i>	<i>Quintals.</i>
Bark for tanning	17, 198	16, 166
Cotton, raw and refuse	43, 998	28, 820
Cotton yarn	111, 554	95, 545
Cotton goods	218, 802	226, 588
Brandy, absinthe		
Kirschwasser	9, 889	7, 331
Books and music	8, 892	7, 540
Butter	20, 822	15, 741
Chemical and pharmaceutic products	6, 031	5, 568
Drugs, spices, and colors	15, 134	14, 019
Wrought iron, sheet, and wire	11, 230	17, 227
Crude iron and steel	47, 868	39, 064
Cast iron and steel ware	23, 933	22, 026
Dye-wood	10, 054	11, 962
Hides, skins untanned	54, 179	57, 310
Grain and legumes	29, 711	57, 316
Wooden ware and furniture	32, 351	20, 270
Cheese	324, 891	283, 737
Leather	7, 812	8, 794
Machines and parts thereof	101, 138	66, 098
Flour	22, 785	48, 062
Paper and pasteboard	23, 847	21, 671
Silk, chappe, &c	18, 962	18, 322
Silk cocoons, and refuse	10, 568	8, 783
Silk and half silk goods	33, 347	32, 164
Straw goods	7, 520	8, 161
Crockery ware and faience	21, 433	18, 565
Watches	4, 134	3, 733
Wines	39, 902	19, 787
Wool, crude	12, 266	11, 610
Total exports	1, 290, 251	1, 191, 980
The transit through Switzerland amounted to	1, 099, 960	1, 915, 316

Exports from the Basle consular district to the United States during the year 1869.

Articles.	First quarter.	Second quarter.	Third quarter.	Fourth quarter.	Total.
	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>
Silk ribbons	3, 464, 954. 80	2, 446, 572. 64	3, 845, 492. 29	2, 782, 214. 06	12, 539, 233. 79
Silk stuff	276, 499. 90	149, 162. 85	297, 873. 55	166, 743. 45	890, 279. 75
Straw goods	498, 061. 30	169, 951. 65	215, 255. 22	268, 817. 69	1, 152, 085. 86
Watches	2, 356, 558. 32	2, 158, 928. 94	2, 287, 459. 88	3, 299, 929. 35	10, 102, 876. 49
Cheese	222, 173. 49	411, 493. 46	387, 635. 95	231, 405. 89	1, 253, 708. 79
Miscellaneous	221, 832. 83	207, 852. 13	233, 991. 21	304, 050. 73	967, 726. 90
Total	7, 040, 060. 64	5, 543, 961. 67	7, 267, 708. 10	7, 053, 161. 17	26, 904, 911. 58

Exports from the Basle consular district to the United States during the nine months ending September 30, 1870.

	Francs.	Dollars.
Silk ribbons.....	13, 440, 147. 60	2, 607, 517 85
Silk stuff.....	676, 524. 45	131, 261 63
Straw and hair-tress work.....	424, 973. 30	82, 455 04
Watches.....	9, 203, 022. 83	1, 787, 761 50
Cheese.....	1, 234, 475. 65	239, 517 96
Sundries.....	794, 914. 86	154, 230 65
Straw goods.....	418, 074. 17	81, 116 44
	26, 192, 132. 86	5, 083, 861 07

H. ERNI.

GENEVA.

Statement showing the value of exports from this consulate for the year ending December 31, 1870.

FIRST QUARTER.		THIRD QUARTER.	
	Francs.		Francs.
Watches.....	643, 838	Watches.....	775, 724
Leather.....	51, 016	Leather.....	124, 538
Musical boxes.....	33, 604	Musical boxes.....	89, 903
Cheese.....	4, 429	Jewelry.....	10, 372
Sundries.....	2, 100	Sundries.....	5, 414
	<u>734, 987</u>		<u>1, 005, 951</u>
SECOND QUARTER.		FOURTH QUARTER.	
	Francs.		Francs.
Watches.....	706, 286	Watches.....	1, 279, 203
Leather.....	121, 232	Leather.....	285, 391
Musical boxes.....	50, 868	Musical boxes.....	166, 773
Cheese.....	2, 235	Jewelry.....	17, 153
Sundries.....	5, 724	Sundries.....	6, 780
	<u>886, 345</u>		<u>1, 755, 300</u>

Total 4,382,583 francs = \$876,516 60.

CHARLES H. UPTON.

TURKISH DOMINIONS.

SYRIA AND PALESTINE.

BEIRÛT.

SEPTEMBER 20, 1870. (Received November 4.)

As to the report from this immediate district, I regret to say that I am unable at this time to furnish the usual tabular statements, for the officers of the customs refuse either to give the information themselves or to allow it to be gathered from their books, as has been done. Before another year's reports become due, I shall make an effort to secure these facts through the chief officer of customs at Constantinople. In some

of the less important places, as Tripoli and Sidon, the vice-consuls have paid for the commercial statistics, but in Beirut this year their refusal is unconditional. It may, however, be safely asserted that trade is greatly prostrated. The drought, the past winter, when the wells, springs and cisterns usually receive their supply for the year, has caused nearly a half failure of crops, and, more recently, the war with France, with which this country is chiefly connected in trade, has nearly destroyed confidence and thrown business into confusion.

Sales have not been effected of shipments upon which bills have been drawn. To cover their drafts as they mature, merchants have been obliged to ship English and French money. Gold has, in consequence, become scarce, and commands a premium. The importation of American petroleum during the year amounts to 259,486 gallons; cost, \$120,491 28. The exports to America, mainly of wool, for the same period, amount to 2,218,862 $\frac{1}{2}$ piasters, equivalent to \$85,340 06.

INTERNAL TAXES OF SYRIA.

Tithes are collected in this province by means of the system of "farming," or selling for cash, to the highest bidder, the privilege of collection. The payment to the government is frequently a sum nearly or quite equal to the estimated returns. The inference that the farmer must resort to extortion for his profits is well sustained by facts. Land, excepting always Mt. Lebanon, is subjected to a tax of a tenth of its productions of every kind. The seed which is sown the following year will have paid this tax. Labor and the food of men and animals is taxed likewise. The total amount of the tithe is estimated to be 15 per cent. of the crop.

The villagers are not allowed to divide or dispose of their crops, which are cultivated in common, until the convenience of the farmer permits the collection of the tithe. The farmer and his employes quarter upon the villagers, vexing and disturbing them in many ways, inducing the employment of an "agent," frequently a Frank, who lends them money at 15, 20, and 25 per cent. interest, the crop being his security, and undertakes to protect them from the extortion of the farmer. Fruit and vegetables also pay the tithe. The farmer arrives early in the season, accompanied by appraisers, for the purpose of estimating the productive power. If the peasants object to large estimates, the farmer can require them to leave the fruit on the trees until it can all be gathered together to be weighed or measured. But as the crop ripens gradually, such a course would be destructive. Hence, the villagers usually submit to the appraisal, in order to be permitted to gather their crop at will. It has been carefully estimated that the system of farming, the taxes, and the necessary evil of an agent, cost the peasant proprietors not 10, but 30 and even 40 per cent. of their crop, besides many vexations.

Land pays an annual tax of four-tenths per cent. of its estimated value, and 4 per cent. upon the estimated value of its productions. The loose mode of assessment of these values leads to much difficulty between the parties.

Every agricultural production is subjected to a duty of 8 per cent. when it is transported from the place of production for home consumption, but to only 1 per cent. for exportation. The government collects a tax of 2 $\frac{1}{2}$ per cent. on sales and rents, and 5 per cent. of the value of inheritances of real estate.

To build, permission must be obtained from the government, for which a tax is paid of from 1 to 2 per cent. of the value of the proposed

buildings. Camels, horses, sheep, and goats are taxed 8 per cent. of their value. Fish, spirits, wines and tobacco, salt and minerals, pay a tax of 30 per cent.

Though the soil is fertile and favored by nature, it is so much neglected that the yield is seldom five-fold, while it is capable of thirty, sixty, and even one hundred-fold. The peasants are so reduced, impoverished, and discouraged, that they do not irrigate or resort to improved means of cultivation to any great extent. Land sells for \$8 to \$16 per acre.

Mount Lebanon, under Christian government, affords a great contrast. An acre of land, less taxed, is worth from \$320 to \$600 when under cultivation, and yields in proportion.

Taxation of produce does not exceed 3 per cent. Yet that region is very rocky, and would be almost destitute of soil but for great outlay of labor in building terraces to prevent the winter storms from washing it down to the plains below, which are much more fertile. Although the present system of taxation has been frequently deprecated by the patriotic and enlightened Ottomans, and the chief organs of public opinion at Constantinople have exhibited many of the advantages of a uniform system of taxation, the provincial officials have thus far found means to oppose any effective reform, which would cut off much indirect emolument.

LORENZO M. JOHNSON.

SIDON.

AUGUST 8, 1870. (Received November 4.)

The locusts which in the last spring visited the country, in connection with the hot wind that blew at that time, and spoiled the crops of grain, cocoons, and fruits; and the failure of grass in the desert, caused by the extraordinary suspension of rain during the last winter, has obliged several of the Bedouin tribes to come to the regions of Julan, Hooly-Marj-Ayun, and Belad Bishara, to seek grain for their own food, and that of their sheep and their other flocks, so that the price of all kinds of grain has become so high that its value is more than double what it was the last year, and the general impression is that nothing will satisfy the needs of the country but importation from abroad.

It seems that the coming crops of olives will be also much less than formerly, and this leads us to believe that petroleum will be, therefore, more required.

The news of the declaration of war between Prussia and France has evidently affected the commercial affairs, and aggravated the deplorable state of the country.

No improvement has yet appeared in the Turkish administration of this district.

The revenue of the government in this district of Sidon for the year 1869, in piasters, was 3,657,000.

	Piasters.
From the lands.....	586,000
From the duty on sheep and goats.....	14,000
Military service exemption tax upon the Christians and Jews.....	86,000
From the tobacco duty.....	1,672,000
From the custom-house of silk and other articles.....	286,000
From the imports of certain articles, such as fish, unslaughtered animals....	56,000

	Piasters.
Revenue of the quarantine office, telegraph and government stamped paper.	57, 000
From tithes.....	900, 000
	<u>3, 657, 000</u>

The expenses of the district are about 482,000 piasters, including the pay of the caimacan, scribes, police, &c.

SHIBLY ABELA.

TRIPOLI.

AUGUST 10, 1870. (Received November 4.)

The state of the market has been in excellent condition for the past eighteen months, except in the two articles of oil and soap. The product of oil for 1869 was only average, even though a very considerable amount came here from Markob and Idleb. In all other parts of the country the product was very good. Sales have been quiet. Pure oil sold at $5\frac{1}{2}$ piasters per oke; impure, at 5 piasters per oke, (that used for soaps;) old soaps at $5\frac{1}{4}$ to $5\frac{1}{2}$ piasters per oke, 8 to 12 months old; new soaps, (20 days old,) at 5 piasters per oke.

	Fracs.
Exports to Turkish ports amounted to.....	140, 000
Exports to Egypt amounted to.....	150, 000
	<u>290, 000</u>

The present olive crop, which will be gathered next October, seems to be very poor, and will hardly be more than one-eighth of a crop. Consequently prices have advanced. Pure oil now sells at $7\frac{1}{4}$ piasters the oke; impure oil, at $6\frac{1}{2}$ piasters the oke. If there are no imports from Crete, Jaffa, and Aleppo, the prices will be still higher.

SILK.

Last year's was an average crop, the prices varying from 250 to 300 piasters per oke.

	Fracs.
Exports 1869 to Turkish ports amounted to.....	900, 000
Exports, 1869, to Egypt.....	200, 000
	<u>1, 100, 000</u>

COCOONS.

Japanese cocoons sold at 25 to 30 piasters per oke; Cretan cocoons sold at 35 to 40 piasters per oke. There are four establishments for killing the worms in steam-baths in this place, and a filature reeling-mill in the Roora, its machinery being imported from Europe. The exports of cocoons to France for 1869 amounted to 500,000 francs. The exports of cocoons to Turkish ports amounted to 100,000 francs.

SPONGES.

This article is one of the most important of our exports; there are a few divers' boats belonging to this port, and the divers occupy the sea

from Batroon to Arvad. Their proceeds are greatest, of course, in a quiet sea. The sponges are of three kinds: 1, white, extra fine; 2, red; 3, large, coarse. Exports for 1869 to France amounted to 650,000 francs. Exports for 1869 to Turkish ports amounted to 50,000 francs.

WOOL.

This is not a very important article of merchandise here. The products are only about equal to the home demand. However, a few merchants bring it from Hamath to Homs, and reexport it from this port. Exports for 1869 to France amounted to 300,000 francs; exports for 1869 to Turkish ports amounted to 150,000 francs. Tripoli wool is manufactured to a considerable extent into rugs, called Turkoman rugs, which are very much like the Constantinople rugs, only of brighter and better colors. They are principally made in the Sheaaro, which is a district lying northeast from Tripoli on the highway to Homs and Hamath, under the governor of Akkar.

COTTON.

Comparatively little cotton was formerly planted in the surrounding country. But from the time of the rebellion in the United States, the people have engaged very extensively in sowing it, on account of the high price of the staple. In 1869 exports to France amounted to 20,000 francs.

ORANGES AND LEMONS.

The most important of the fruits of this place are the orange and lemon.

	France.
Exports for 1869 to Russia (by sea) amounted to	60,000
Exports for 1869 to Turkish ports amounted to	140,000
Exports for 1869 to Egypt amounted to	4,000
	<hr/>
	204,000
	<hr/>

TOBACCO.

There are three qualities of tobacco grown in Tripoli district: 1, extra fine; 2, fine; 3, common. The best is found in the upper Roora and in portions of the Batroon district. The medium is found in the lower Roora and Akkar, and the poorest at Tartos and Safita. Large quantities are annually exported to Egypt. The crop for 1869 was average; that for 1870 is one-fourth average. Exports for 1869 to Egypt amounted to 1,300,000 francs; exports for 1869 to Turkish ports amounted to 10,000 francs.

SESAME, SESAMUM ORIENTALE, OR BENE.

None of this seed is exported; the quality not being such as is marketable in Europe. The entire crop is used up by the Tripoli mills or presses, and is made into an oil called *seareg helaivee*,* a sweetmeat or

* The orthography of many of the articles of merchandise in this report cannot be relied on, owing to the illegible character of the manuscript. Digitized by Google

confection, and *taheesceh* or ground-seeds. However, the sesame of Hamath and Homs is exported here, and in 1869 their

	Francs.
Exports to France were	100,000
Exports to Turkish ports were	8,000
Exports to Egypt were	2,000
	<hr/>
	110,000
	<hr/>

ONIONS.

These are brought to Tripoli from Akkar and Safita, in part, for shipment to Beirût and Cyprus, and in part for home consumption.

POTATOES.

The crop for 1869 was average. They are principally grown in the Bsherry district; for 1870 the crop is very poor.

CEREALS, ETC.

The edible grain seeds sown in this region are wheat, barley, yellow corn, maize, white corn, (small,) lentils, and nearly all the varieties of pulse, as the vetch, (*Revseneh*), lupine, horse-bean, white bean, (large and small,) mash—*dukhneh*, &c.; *hummus*, &c. These products are not in excess of the home demand. However, the excess of cereals from Hamath and Homs flow out principally at this point, so that the exports for 1869 have been to a very large amount, as will be seen below :

	Francs.
Exports of cereals for 1869 to England	24,000
Exports of cereals for 1869 to Turkish ports	302,000
Exports of cereals for 1869 to France	1,000
Exports of cereals for 1869 to Turkey, (Egypt).....	40,000
	<hr/>
	367,000
	<hr/>

CHEESE, BUTTER, AND LEBAN.*

These are produced in the surrounding country, and occasionally exported in small quantities to Beirût, Alexander, and Constantinople, when the supplies from Homs, Hamath, and Radmus are in excess of the home demand.

INTEREST.

Certain merchants make it their principal business to lend money to those who barter in the products of the country, and take interest varying from 12 to 15, (sometimes much more,) according to the state of the market.

CROPS.

The crops this year are universally poor, owing to the small amount of rain in the spring and winter, and prices have advanced 70 per cent. on last year. The fruits, vegetables, and grain of Tripoli include all the varieties to be found in all Syria.

* Coagulated sour milk diluted with water. Digitized by Google

IMPORTS.

The commerce of Tripoli is principally in home products, and most of her merchants reside within this empire, yet there are importations to a limited extent, as appears below :

Importations for 1869.

From France.		From Egypt.		From Turkish ports.	
	Franks.		Franks.		Franks.
Sugar.....	110,000	Sugar.....	19,000	Sponges.....	8,000
Iron.....	20,000	Coffee.....	10,000	Sundries.....	58,000
Coffee.....	10,000	Copper.....	70,000	From England :	
Copper.....	25,000	Sundries.....	15,000	Sundries.....	4,000
Broadcloth.....	60,000	.....	.....	.....	.....
Flour.....	500	.....	.....	.....	.....
Sundries.....	50,000	.....	.....	.....	.....
Totals.....	275,500	.....	114,000	.....	70,000

The total from all ports, 459,500 francs.

The Turkish government prohibits the importation of all kinds of weapons of warfare, ammunition, saltpeter, and salt. No one can sell any of these articles except by special permission.

The trades of Tripoli are hardly worth mentioning. They are silk twistlers, tailors, goldsmiths, carpenters, builders, plasterers, blacksmiths, coppersmiths, tanners, dyers, tanners, shoemakers, weavers, silk manufacturers, soapmakers, &c. These trades amount to very little, owing to a want of sufficient patronage and capital and scientific ability in conducting them.

Ores are found in certain districts of Tripoli, principally in the mountains. But land owners, or renters of land, who know of the existence of ores or metals of any kind in their lands, whether much or little, are very careful to keep the matter from the notice of the government, owing to oppressive taxation on all such lands, whether the mines are worked, or not. Near Duma, iron is mined and melted, and manufactured into horseshoes and nails. In the Dhunneeyeh, and also near Cheden, copper ore is found, and also red marble. Coal is found in Bsherry. Salt is found in certain coast towns.

STEAMSHIPS—NAVIGATION.

Steamers visit Tripoli in the same order that they visit other ports. French, English, Russian and Turkish, steamers touch at this port regularly. Each and all of them invariably discharge and take in freight. We rarely see an American vessel in port. Once this year an American bark, Captain Henderson, from Beirut touched here; it was reported January 3, 1870; boat built at Boston; crew consisting of eleven hands; steamer remained one day, and took in a cargo of wool. Since the increase of steamers, sailing vessels have very little to do, their tonnage being very small, as they are principally engaged in the coasting trade along the Syrian coast.

IMPROVEMENTS—POLITICAL NOTES.

Owing to the energy and enterprise of his excellency Raschid Pacha, governor-general of Syria, matters in general are improving. His ex-

cellency Raschid Pacha, governor of Tripoli, repaired the Tripoli and Meend road, about two miles long, so that it is now passable for carriages. The streets of the city also were widened and repaired, though the improvements were not completed until the arrival of his excellency Raoof Pacha, our present governor, who is worthy of all praise. By his advice the new *Medscret el Khairedyet*, a high school, was opened. It is supported by Greeks and Protestants; Arabic, French, Turkish, and Greek, are taught in it. A very few pupils are received gratis, and the rest at a cost of three Turkish pounds per annum. The number of pupils is seventy. It is gratifying to the people of Tripoli to have this new school, even though there were many others of another character in Treestince before, *e. g.*, two common free schools belonging to the American Protestant missionaries, which contain 100 pupils, one of the Franciscans, (Papal,) and several Moslem schools. One of the Sisters of Charity is now building a large edifice for another school.

Also, owing to the enterprise of our Pacha, fine new barracks are being erected for the soldiers of this post.

ANTONIO YANNI.

Prices-current of merchandise at Tripoli during the year 1869.

Exportation.				Importation.			
Articles.	Kilo of Constantinople.	Okes.	Plasters.	Articles.	Kilo of Constantinople.	Okes.	Plasters.
Washed wool.....		1	10	Coffee.....		1	2
Do.....		1	6	Pepper.....		1	7
Cotton.....		1	15	Sugar.....		1	6
Tobacco.....		1	25-20	Iron.....		1	2
Tombak.....		1	10	Copper.....		1	18
Alizaris.....		1	2	Zinc.....		1	8
Fine silk.....		1	300	Cordage.....		1	12
Raw silk.....		1	250	Petroleum.....		1	4
Cocoa.....		1	29-40	Cloth of cotton.....		1	9
Oil.....		1	5	Bleached cloth, the piece.....		1	110
Sesamum.....		1	3	Rice of Italy.....		1	2
Wine of the country.....		1	3	Rice of Egypt.....		1	2
Gall.....		1	10				
Rags.....		1	1				
Bone.....		1	20				
Soap.....		1	5				
Corn.....	1		26				
Indian meal.....	1		18				
Barley.....	1		14				
Pease.....	1		17				

Return of Merchandise imported at Tripoli during the year 1869.

[illegible]

Merchandise exported from Tripoli during the year 1869.

Country of destination.	Grain.	Fruit.	Castor oil.	Sesame.	Sponge.	Flour.	Wool.	Cotton.	Soap.	Silk.	Kali.	Tobacco.	Tissue.	Alizaria.	Cocoa.	Divers.	Value.
France.....				100,000	650,000	1,000	300,000	20,000							500,000	45,000	1,635,000
England.....	24,500		10,000													8,000	32,500
Russia.....	60,000																60,000
Turkey.....	302,000	140,000		8,000	50,000	40,000	150,000		140,000	900,000	150,000	10,000	140,000	10,000	100,000	150,000	2,290,000
Egypt.....		4,000	2,000			22,000			150,000	200,000		1,300,000	100,000			50,000	1,535,000
Italy.....																5,000	5,000
Total value in piasters..	386,500	144,000	10,000	110,000	700,000	70,000	450,000	20,000	280,000	1,100,000	150,000	1,310,000	240,000	10,000	620,000	238,000	5,845,500
Total quantity in okes..	1,200,000		13,000	250,000	22,000	150,000	400,000	18,000	300,000	12,000	600,000	430,000		2,000	24,000		
Quantity of past year ..	544,500		17,000	75,000	15,000	68,000	380,000	20,000	400,000	39,100	400,000	400,000			22,500		
More.....	635,500		1,000	175,000	7,000	82,000	20,000				200,000	30,000			1,500		
Less.....								2,000	100,000	27,100							

JAFFA.

SEPTEMBER 30, 1870. (Received November 9.)

Jaffa, as the only port of Jerusalem, Nablous, Nazareth, and the towns in the interior, possessed anciently considerable importance as a seaport, which it would recover should the east be again awakened into commercial activity.

In all probability, under Solomon and his successors, there must have been a tolerably secure harbor at Jaffa, for we read that materials for the great temple were landed there. At present no traces of such a port exist, if we except a shallow depression in the sand, about half a mile from the sea, southeast from Jaffa, which is a stagnant pool in winter, an eighth of a mile in circumference, and which has been deemed by some travelers to indicate the site of the ancient harbor.

Jaffa is built on a head-land about 300 feet above the sea; the houses extend to the sea-shore, and rise in terraces one above the other, presenting a picturesque appearance. In front of the town seaward extends a rough reef of rock, distant a hundred yards from the land, forming a natural breakwater, behind which small coasting vessels can be moored during stormy weather, yet even then are wrecked when a severer gale than usual arises. This breakwater could easily be artificially extended for three or four hundred yards more, and form a breakwater equal to that at Port Said. It has been a subject of inquiry for many years, when would the Ottoman government see the necessity for a safe anchorage on the Syrian coast, and either make or permit a private company to make a harbor. Such an enterprise would be a remunerative one. Either Beirût or Jaffa might be selected.

The population of Jaffa has been variously stated at from 5,000 to 15,000. From information I have obtained, I am inclined to estimate it at 12,000, including the population of the villages and gardens within a radius of two miles. It may be subdivided into the various religious sects, as follows:

Greek Christians.....	2,500
Catholic Christians.....	1,500
Jew Christians.....	1,500
Mahommedans.....	6,300
Foreigners.....	200
Total.....	<u>12,000</u>

The foreigners may be subdivided into—

Americans—men, women, and children.....	16
English.....	4
Germans.....	50
Greek and French and Austrian Jews.....	130
Total.....	<u>200</u>

The principal commercial and manufacturing business is in the hands of Syrian Christians and Jews. The Mahommedans are small land-owners, and petty merchants and sailors, with few exceptions. Deprived of native Christian enterprise and capital, the business of the town would soon sink into insignificance. It is a noted fact throughout the East, that the Mahommedans are gradually decreasing in number, and lack that energy of character and enterprise which the native Syrian Christian population possess in a marked degree.

There is regular communication once a week with Egypt, Asia Minor, Russia, Austria, and France, by the steamers of the Messageries Impériales, Austrian Lloyd, Russian Lloyd, Egyptain Lloyd, and English Asia Steam Screw Company, respectively. These steamers have greatly facilitated the coast trade in cereals and fruits, and they afford regular communication with Europe, from whence all manufactured goods and staples are imported.

Exports are: Sesame, sesame oil, olive oil, barley, wheat, cotton, wool, bones, and rags; fruits: as oranges, lemons, pomegranates, melons, and grapes.

Imports are: Manufactured goods, iron; staples: as rice, fine flour, sugar, coffee, &c.

Manufactures.—There are eight soap factories and five oil presses.

Oranges are extensively cultivated, and their export constitutes a considerable source of revenue. There are about 384 gardens or orchards, which produced last year 38,400,000 oranges, sold at Jaffa for £40,000. The average price is \$6 to \$8 per 1,500.

If sent direct by steam to the United States, the Jaffa orange, I am told by travelers, would command the highest market price, and supersede the West Indian and Sicily orange.

The oranges are thus produced: In July and August cuttings 18 inches by 1 inch in diameter are made of the lemon tree, and planted in beds which are watered twice a day. The second year the cuttings are budded or grafted by making a T incision in the bark, and inserting a bud cut from an orange tree; when it has taken, the lemon stock is cut off a few inches above the bud, which then grows rapidly and bears fruit the third or fourth year, according to favorable circumstances.

The orange is oval in shape, and often on young trees attains a large size, though the peel is sometimes a half an inch thick. I have measured oranges 18 inches in circumference, and find that a hundred oranges average 1 pound to 1½ pounds weight each.

The gardens extend within a radius of two miles around Jaffa, and are irrigated by water-wheels, moved by horse-power. The water is found at from 20 to 25 feet below the surface, by sinking wells. Steam pumps or even horse-power pumps could be employed to advantage. The cost of irrigation is estimated at one-third the annual yield.

Interspersed among the orchards are palm trees and bananas, as well as apple, peach, plum, pear, apricot, mulberry, and fig trees, also, vineyards and sycamine trees. No wine is made, except in very small quantities by individuals.

The soil about Jaffa is a sandy clay loam, well adapted for the growth of fruit; that on the plains, about three miles from Jaffa, is a dark rich loam.

Agriculture is pursued as in the days of Abraham. All agricultural implements are of the rudest description; the Biblical mode of treading out the wheat and other grain, by the means of cattle, prevails to this day. The only threshing and winnowing machine ever seen in this part of the world was one brought out by the Jaffa colonists, which unfortunately proved totally unadapted to the grain raised here.

The oil expressed from sesame seed is largely used here for cooking, instead of lard or butter, and is extensively exported to France for lubricating machinery. The seed resembles caraway, and the oil is obtained by the following process: The seed, placed in baskets, is dipped in a strong solution of salt water, which deprives it of a thin outer husk. It is then dried in the sun on mats and sifted, then burnt to a light brown in ovens; it is then ground or crushed to a pulp in a mill. The

pulp is then thrown into stone vats, and trodden under foot by men until the oil exudes, which is carefully soaked up by means of sponges and strained into barrels; the cake or residue is eaten by the peasants and camels.

Sesame seed, cost per oke, 12 cents; sesame oil, per oke, 36 cents; olive oil, per oke, 36 cents; soap, per oke, 28 cents; oranges, 1,500, from \$6 to \$8; the oke equals 2½ pounds.

There are four tanneries. Skins are tanned by means of pomegranate rind. Average heat in summer varies from 70° to 90°, Fahrenheit; in winter, 40° to 70°, Fahrenheit.

Rain falls in the months of November, December, January, and February, occasionally in March and April; consequently the best season for travelers to visit Palestine is early in the autumn or in the spring.

JOHN B. HAY.

Navigation and commerce of the United States with the Turkish Dominions for the year 1870.

PORTS.	VESSELS.			CARGOES.			
	ENTERED.	CLEARED.		INWARD.		OUTWARD.	
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.
BEIRUT.	2	Boston.....	1	Boston.....	1	85 bales wool, 63 bales rags, ...	\$169,553 10
	1	New York.....	2	Messina.....	1	31 barrels olive oil and sundries.	55,980 05
					1	1,294 bales wool.....	1,361,530 25
CONSTANTINOPLE.	3		3		1	613 bales wool, 286 bales rags; ...	1,676,646 00
						52 cases and bundles divers.	
					3		3,963,718 40
Year ending September 30.	8	New York.....	4	Smyrna.....	1	Rags.....	3,601 59
	2	Boston.....	1	New York.....	1	Rags and boxwood	Not given.
	1	Kustendji.....	1	Sicily.....	1	Wheat.....	Do.
SMYRNA.	1	Venice.....	1	Boston.....	6	Ballast.....	
			1	Falmouth.....			
			1	Odessa.....			
Nine months ending September 30.	12		12				
			9				3,601 59
	4	Constantinople.....	7	Boston.....	1	Gums, berries, wool, canary-seed, rags, emery.	\$24,957 00
	5	New York.....	3	New York.....	1	Wool, hemp-seed, rags, gums, emery.	20,836 00
	1	Boston.....			1	Figs.....	20,000 00
	1	Palermo.....	3		1	Figs and 1 case rags.....	30,000 00
					2	Figs, wool, almonds, carpets, and emery stone.	67,253 00
					1	Figs, wool, hemp-seed, emery.	26,364 00
					1	Figs, wool, rags, rugs, tobacco, hemp-seed, canary-seed, and emery-seed.	17,368 00
					1	Figs, wool, galls, and emery.	25,549 00
					1	Figs, wool, berries, &c.....	38,545 00
	11		10		10		270,920 00

* Classes of vessels entered: 3 barkes. Cleared: 3 barkes. Aggregate tonnage entered, 1,664.03. { Classes of vessels entered: 2 schooners, 4 brigs, 6 barkes. Cleared: 1 schooner, 3 brigs, 5 barkes. Aggregate tonnage entered, 4,896.36. { Classes of vessels entered: 10 barkes, 1 schooner. Cleared: 9 barkes, 1 schooner. Aggregate tonnage entered, 3,656.

BUGUAY.

Navigation and commerce of the United States with Uruguay for the year 1870.

PORT.	VESSELS.			CARGOES.						
	ENTERED.		Where for.	INWARD.		OUTWARD.				
	No. of Vessels.	Where from.		No. of Vessels.	Description.		Value.			
MONTEVIDEO. Year ending September 30.*	8	New York	11	New York	12	Coal, 18,725 tons.	3	Hides, wool, and sheep-skins	\$166,000	
	11	Cardif	9	Buenos Ayres	12	Lumber, 3,635 feet pitch pine	6	Mules, 834	28,700	
	5	Boston	7	Brazil	8	Lumber, 2,253 feet white pine	95,200	7	Part of inward cargoes	128,000
	6	St. Mary's	1	Brazil	3	Lumber	34,500	2	Wool, 1,456 bales	13,000
	2	Rango	1	Colonia	1	General cargo	37,000	1	Dry hides, 3,000	82,000
	3	Philadelphia	1	Algoa Bay	2	Salt, 1,350 tons	20,000	1	Dry hides, 2,400 and kips	297,903
	3	Portland	1	St. Thomas	1	General (in distress)		2	Hides, wool, and sheep	166,000
	2	St. John's	1	West coast of Africa	1	Lumber (entered per orders)		3	Wool, 2,220 bales, and 3,000 hides	
	2	Satilla River					21,840			
	2	Marselles		West Indies	1	Wine, oil, and fruit	42,000	1	Coal and coke, 1,000 tons	112,000
	1	Savannah	7	Port Elizabeth	1	Starch, lard, chairs, lumber, &c.	234,000	2	Wool and hides	6,500
	1	Rotterdam	2	Boston	6	General, drugs, hardware, flour, and lumber		1	Hones, 338 tons	1,400
	1	Charleston	1	Mauritius	1	Beer, coal, hardware, iron, &c.	42,000	1	Sheep, 300	
	6	Buenos Ayres	1	East Indies	1	General, drugs, furniture, and hardware	40,000	3	Same as inward	
	1	Rosario	1	Paysandu	1	Fir lumber, 283,000 feet	9,000	33	Ballast	
	1	Glasgow	3	Antwerp	1	Lumber and shooks	12,000			
	1	Astoria	1	Desolation Bay	1	General cargo and lumber	40,000			
	2	Baltimore	2	Barbadoes	1	Wine, brandy, tiles and cement	65,000			
	2	Cadiz	2	Valparaiso	1	Gin and alcohol	27,000			
	1	Rio de Janeiro	4	Rosario	1	Lumber, rum, &c.	37,000			
	1	Pensacola	1	Baltimore	1	General, chairs, hardware, starch, and lard	35,000			
	1	Genoa	1	New Orleans	1					
1	Havre	2	Rio de Janeiro	9	Ballast					
1	Puget Sound	1	Cadiz							
1	Bahia									
66			66			1,238,294	66		1,003,503	

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*Classes of vessels entered: 19 ships, 19 barks, 21 brigs, 7 schooners. Cleared: 14 ships, 22 barks, 23 brigs, 7 schooners. Aggregate tonnage entered, 41,328.

VENEZUELA.**CIUDAD BOLIVAR.**

APRIL 15, 1871. (Received May 27.)

IMPORT TRADE.

The gross value of imports amounts to £119,030 10s. 11d., being a decrease of £3,435 19s. 5d., as compared with the previous year; this decrease is attributable in part to the Franco-Prussian war, which has affected the commerce of this port to a greater extent than the civil war that has been waged in the adjacent states, and which can be considered the normal condition of this country.

The duties levied on imports amount almost to a prohibition, and a natural consequence produced an active contraband trade. The custom-house returns give no idea whatever of the trade of this port; the value of goods imported is at least double the sum shown in Return No. 2.

EXPORT TRADE.

The gross value of exports for the year amounts to £123,001 6s. 5d., being a decrease of £11,666 13s. 10d., as compared with the previous year, but in this case it is very evident that the merchants, in order to evade the payment of the municipal dues on exports, (gold excepted,) which amounts to one per cent. on invoice value, neither declare at the custom-house all the produce they export, nor give the real value thereof; and as the general government levies no duties on exports, the custom-house officials take little or no care in keeping an exact record thereof.

The value of the gold shipped during the year alone is more than the sum total of exports in Return No. 3. The only returns that are exact in all their details are Nos. 1, 4, 5, 6. Return No. 4 is made up from the sworn invoices deposited by the merchants at the United States consulate.

JOHN DALTON.

No. 1.—Return of all the shipping engaged in the import and export trade at the port of Ciudad Bolivar during the year ending December 31, 1870.

Nationality of vessels.	With cargoes.			In ballast.			Total.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
ENTERED.									
American	26	6,349 27-94	494				26	6,349 27-94	494
British	9	1,938 31-94	83	6	390 28-94	34	15	2,328 59-94	117
Danish	2	357 33-94	13				2	357 33-94	13
French	1	201 18-94	10				1	201 18-94	10
North German	6	1,299 20-94	41				6	1,299 20-94	41
Venezuelan	15	1,904	117	22	2,579 56-94	170	37	4,483 56-94	287
Total.	59	12,049 35-94	758	28	2,969 84-94	204	87	15,019 25-94	962
CLEARED.									
American	25	6,241 71-94	488	1	107 50-94	6	26	6,349 27-94	494
British	17	2,601 59-94	128	1	29 10-94	4	18	2,630 60-94	132
Danish	1	157 23-94	6				1	157 23-94	6
North German	8	1,731 02-94	57				8	1,731 02-94	57
Venezuelan	36	4,312 62-94	277				36	4,312 62-94	277
Total.	87	15,044 20-94	956	2	136 60-94	10	89	15,180 80-94	966

No. 2.—Gross return of imports at the port of Ciudad Bolivar, during the year ending December 31, 1870.

From what countries imported.	Nationality of vessels.	No. of vessels.	Tons.	Crews.	Custom-house invoice value.	Import duties.
AMERICA.						
New York	American	2	349 27-94	14	\$40,249 83	\$5,224 31
	British	3	1,144 68-94	30	293,151 85	24,657 41
BRITISH COLONIES.						
Demerara	British	4	330 86-94	26	9,689 00	2,816 25
	Venezuelan	13	1,708 60-94	103	13,772 04	6,557 71
Trinidad	American	24	6,000	480	151,202 16	66,089 81
	British	1	287	20	515 70	309 51
DANISH COLONY.						
St. Thomas	Venezuelan	1	70 80-94	6	5,120 30	3,201, 40
FRANCE.						
Marseilles	French	1	201 18-94	10	13,263 00	8,992 82
FRENCH COLONY.						
Martinique	Venezuelan	1	124 48-94	8	775 00	361 04
GREAT BRITAIN.						
Liverpool	British	1	175 65-94	7	36,159 50	14,303 15
Plymouth	Danish	1	200 10-94	7	*21,138 00	
NORTH GERMANY.						
Bremen	North German	2	573 44-94	15	53,571 71	19,341 09
	Danish	1	157 23-94	6	16,995 47	11,147 20
Hamburg	North German	4	725 70-94	26	118,094 87	57,436 61
Total.		59	12,049 35-94	758	773,699 53	220,431 31

* Machinery free.

Exchange, 74 42, \$575,775 61; \$164,041 88.

No. 3.—Return of exports at the port of Ciudad Bolivar, during the year ending December 31, 1870.

To what country exported.	Nationality of vessels.	No. of vessels.	Tons.	Crews.	Ox-hides.	Beans.	Starch.	Specie.	Figs.
AMERICA.									
New York.....	American.....	1	241 71-94	8	No. 11,590	<i>lbs.</i>	<i>lbs.</i>		No.
	British.....	3	1,144 68-94	24	47,698				
	North German.....	2	520 92-94	17	32,680				
BRITISH COLONIES.									
Demerara.....	British.....	13	1,169 76-94	84					20
	Venezuelan.....	32	3,993 59-94	252					100
Barbadoes.....	do.....	1	101 23-94	8					
Trinidad.....	American.....	24	6,000	480	40	3,500	1,300	\$19,200	26
	British.....	1	287	20					
	Venezuelan.....	3	217 74-94	17					
DANISH COLONIES.									
St. Thomas.....	North German.....	1	221 16-94	7					
NORTH GERMANY.									
Bremen.....	North German.....	2	360 65-94	13	160				
Hamburg.....	Danish.....	1	157 23-94	6	1,303				
	North German.....	3	627 91-94	20	9,776				
		87	15,044 20-94	956	103,247	3,500	1,300	19,200	146

To what country exported.	Nationality of vessels.	Piassava.	Carapa oil.	Old copper.	Cocoa.	Coffee.	Hide-cuttings.	Indigo.	Gold in bars.
AMERICA.									
New York.....	American.....	<i>lbs.</i>	<i>lbs.</i>	<i>lbs.</i>	<i>lbs.</i>	<i>lbs.</i>	<i>lbs.</i>	<i>lbs.</i>	<i>oz.</i>
	British.....			475	1,758				
	North German.....				10,050	8,000	550	200	
BRITISH COLONIES.									
Demerara.....	British.....					20,000			
	Venezuelan.....								
Barbadoes.....	do.....								
Trinidad.....	American.....	18,484	50		3,778	6,883		375	3,108
	British.....								305
	Venezuelan.....								
DANISH COLONY.									
St. Thomas.....	North German.....								
NORTH GERMANY.									
Bremen.....	North German.....								
Hamburg.....	Danish.....					11,000		1,160	
	North German.....								
		18,484	50	475	15,586	65,683	550	1,975	5,143

No. 3.—Return of exports at the port of Ciudad Bolívar, &c.—Continued.

To what country exported.	Nationality of vessels.	Brown sugar.	Cattle.	Mules.	Asses.	Cigars.	Cheese.	Peas.	Cassava.
		<i>Lbs.</i>	<i>No.</i>	<i>No.</i>	<i>No.</i>	<i>No.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>
AMERICA.									
New York.....	American.....								
	British.....								
	North German.....	10,000							
BRITISH COLONIES.									
Demerara.....	British.....		774		11			11,000	
	Venezuelan.....		1,380		1			169,280	
	do.....		60						
Barbadoes.....	American.....		2,495	40	111	7,000	23,208	137,230	100
Trinidad.....	British.....								
	Venezuelan.....		105	15	1				
DANISH COLONY.									
St. Thomas.....	North German.....								
NORTH GERMANY.									
Bremen.....	North German.....								
Hamburg.....	Danish.....					2,000			
	North German.....								
		10,000	4,794	55	124	9,000	23,208	317,510	100

To what country exported.	Nationality of vessels.	Salt beef.	Corn.	Grass cables.	Straw hats.	Horses.	Tonqua beans.	Balsam copal.	Cotton.
		<i>Lbs.</i>	<i>Lbs.</i>	<i>No.</i>	<i>doz.</i>	<i>No.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>
AMERICA.									
New York.....	American.....						2,326	1,150	78,600
	British.....						33,420	11,544	24,977
	North German.....						12,728	3,612	
BRITISH COLONIES.									
Demerara.....	British.....								
	Venezuelan.....					1		832	
	do.....								
Barbadoes.....	American.....	12,414	1,600	161	138	10	9,301	1,855	207,700
Trinidad.....	British.....								
	Venezuelan.....								
DANISH COLONY.									
St. Thomas.....	North German.....							850	
NORTH GERMANY.									
Bremen.....	North German.....						5,000	2,468	25,500
Hamburg.....	Danish.....							375	24,268
	North German.....						27,966	17,705	113,000
		12,414	1,600	161	138	11	90,741	40,391	474,043

No. 3.—*Return of exports at the port of Ciudad Bolivar, &c.—Continued.*

To what country exported.	Nationality of vessels.	Barinas tobacco.	Simaruba.	Caoutchouc.	Bitters.	Deer-skins.	Deer-skins.	Value.
AMERICA.								
New York.....	American.....	<i>lbs.</i>	<i>lbs.</i>	<i>lbs.</i>	<i>doz.</i>	<i>No.</i>	<i>No.</i>	
	British.....	15,340	7,685	650	300	11,025	24,624	\$48,586 75
	North German.....		220	2,800	1,600	37,984	32,034	174,070 73
				48	308			125,988 85
BRITISH COLONIES.								
Demerara.....	British.....				200			21,950 00
	Venezuelan.....				892			59,503 00
Barbadoes.....	do.....							1,200 00
Trinidad.....	American.....			1,400	2,055		250	216,695 94
	British.....							7,621 00
	Venezuelan.....				103			4,327 00
DANISH COLONY.								
St. Thomas.....	North German.....							6,375 00
NORTH GERMANY.								
Bremen.....	North German.....	188,174		1,031	3			26,475 90
Hamburg.....	Danish.....	32,423	4,655		100			8,213 00
	North German.....	173,715		4,759	650			98,501 33
		409,652	12,560	10,688	6,211	49,009	56,908	799,508 50

Exchange, 74. 42, \$585,039 96.

No. 4.—*Statement of the nature, quantity, and value of all productions exported to New York from the port of Ciudad Bolivar, during the year ending December 31, 1870.*

	NATIONALITY OF VESSELS.			Total.
	American.	British.	North German.	
Vessels.....	1	3	2	
Tons.....	241 71.94	1,144 68.94	520 92.94	1,907 43.94
Crews.....	8	24	17	49
Cotton..... pounds..	96,963	25,994		122,957
Indigo..... do.....		317	221	538
Cocoa..... do.....	1,797	11,383		13,180
Coffee..... do.....		8,780	18,783	27,563
Bitters..... dozen..	300	1,600	300	2,200
Calfskins..... pounds..		20		20
Old copper..... do.....		500		500
Simaruba..... do.....	169	9,916	700	10,785
Brown sugar..... do.....			20,437	20,437
Tobacco..... do.....		19,633		19,633
Hides..... number..	11,972	57,980	32,701	102,653
Deer-skins..... do.....	16,346	71,392	26,236	113,974
Caoutchouc..... pounds..	675	3,752	48	4,475
Hide-cuttings..... do.....		1,614		1,614
Balsam copaiva..... do.....	1,380	15,770	4,200	21,359
Tongva beans..... do.....	2,449	53,647	21,689	78,195
Gold in bars..... ounces..	1,104	3,152	1,730	5,986
Value.....	\$112,132 57	\$418,232 05	\$204,639 97	\$735,004 59

Exchange 74. 42, \$546,980 12.

No. 5.—*Return of shipping employed in the coasting trade at the port of Ciudad Bolívar, during the year ending December 31, 1870.*

Nationality of vessels.	WITH CARGOES.			IN BALLAST.			TOTAL.		
	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.
ENTERED.									
British	4	505 74-94	30	.....	.....	.....	4	505 74-94	30
Dutch	1	74 65-94	6	.....	.....	.....	1	74 65-94	6
Venezuelan	9	810 81-94	58	.....	.....	.....	9	810 81-94	58
Total.....	14	1,391 32-94	94	.....	.....	.....	14	1,391 32-94	94
CLEARED.									
British	2	230	15	.....	.....	.....	2	230	15
Dutch .....	.....	.....	.....	1	74 65-94	6	1	74 65-94	6
French	1	271 48-94	10	.....	.....	.....	1	201 48-94	10
Venezuelan	2	323 67-94	16	7	529 43-94	46	9	853 16-94	62
Total.....	5	755 21-94	41	8	604 14-94	52	13	1,359 35-94	93

No. 6.—*Statement of port charges and dues levied on shipping at the port of Ciudad Bolívar.*

Interpreter's fees: Visit on arrival	\$2 00
Translation of manifest and list of stores for each page of 24 lines.....	1 00
Harbor-master's fees	3 00
Health officer's fees.....	3 00
Inward:	
Tonnage dues: With cargo, 50 cents per ton; in ballast, none.....	50
Light dues: With cargo or in ballast, 6 cents per ton	06
Pilotage: With cargo, 4 pesos per foot; in ballast, 4 pesos	4 00
Outward:	
Tonnage dues: With cargo, 50 cents per ton; in ballast, none.....	50
Pilotage: With cargo, 4 pesos per foot; in ballast, 4 pesos.....	4 00
License: Vessels of 10 tons	1 00
Vessels of 11 to 50 tons	2 00
Vessels of 51 to 100 tons.....	3 00
Vessels of 101 to 200 tons	4 00
Vessels of 201 tons and upward	5 00
Wharfage: Canoes, boats, and small vessels.....	1 50
Vessels of 40 tons.....	4 00
Vessels of 41 to 69 tons.....	8 00
Vessels of 70 to 119 tons	15 00
Vessels of 120 to 180 tons.....	25 00
Vessels of 181 tons and upward.....	40 00
Hospital dues:	
Vessels cleared for the colonies—each of the crew.....	75
Vessels cleared for North America and Europe—each of the crew	1 50

Light dues are levied at this port since the year 1857, although no light-ships exist.

No. 7.—*Port charges and dues levied on shipping employed in the coasting trade, at the port of Ciudad Bolívar.*

Pilotage on each vessel, six pesos		\$6 00.
Tonnage dues: Vessels of upwards of 3 tons, per ton	6 cents.	6 cents.
Light dues: Vessels of upwards of 25 tons, per ton	3 cents.	3 cents.
License: Vessels of 10 tons	50 cents.	50 cents.
Vessels of 31 to 100 tons	1 peso.	1 peso.
Vessels of 101 to 200 tons	2 pesos.	2 pesos.
Vessels of 201 tons and upwards	2½ pesos.	2½ pesos.
Wharfage: Same as vessels employed in the foreign trade.		
Hospital dues: For each of the crew	25 cents.	25 cents

No. 8.—*Statement of the gold from the Garatal mines, shipped by the merchants at the port of Ciudad Bolívar, during the year ending December 31, 1870.*

	Ounces.		Ounces.
Month of January	3,886 $\frac{1}{8}$	Month of September	2,679
Month of February	1,314 $\frac{1}{8}$	Month of October	2,629 $\frac{1}{8}$
Month of March	3,922	Month of November	2,345 $\frac{1}{8}$
Month of April	3,040 $\frac{1}{8}$	Month of December	1,999 $\frac{1}{8}$
Month of May	2,758 $\frac{1}{8}$		
Month of June	3,632 $\frac{1}{8}$	Total	35,713 $\frac{1}{8}$
Month of July	3,258 $\frac{1}{8}$		
Month of August	4,246		

PUERTO CABELLO.

OCTOBER 25, 1870. (Received November 29.)

Annual commercial report at Puerto Cabello, Venezuela, for the year ending September 30, 1870.

The importations at this port during the year ending September 30, 1870, from all countries, were effected by 123 vessels of different nationalities, measuring 38,935 Venezuelan tons. The total value, computed in Venezuelan dollars, equal to 74.42 cents United States gold currency, is \$765,513 91, and the duties paid \$387,674 64.

The imports were from the following countries:

The United States	\$139,999 45
England	253,376 57
Germany	185,327 05
France	92,660 24
Spain	52,894 04
St. Thomas	7,212 27
Curaçao	27,970 72
Holland	4,857 50
Ship's stores landed	1,216 07

The vessels were of the following nationalities:

	Tons.
3 American, measuring	692
16 German	3,853
25 French	8,834
5 Spanish	630
29 Dutch	3,514
4 Danish	838
10 Venezuelan	523
2 Italian	470
1 Swedish	161
28 English	19,420

Comprised in the above are those from the United States, as follows :

	Tons
3 American	692
2 Danish	422
16 English	4,642
21 Vessels	5,756

The sixteen vessels under the British flag, and trading between the United States and this port, belong to the firms of John Dallett & Co., of Philadelphia, and Dallett, Bliss & Co., of New York, which were put under that foreign flag in consequence of our late civil war, and could not be permitted to return to our "stars and stripes" by our laws, which is to be much regretted.

The importations of this year, at this port alone, are of \$1,128,779 82 less than those of last year, due to the civil war still raging, and to the impoverished state of the country, which is the necessary result. All the sources of commerce and industry are blighted; everybody, more or less, ruined; commercial houses are closing or winding up; and valuable plantations are abandoned and the planters ruined. When we shall have a change for the end of such calamities, is above calculation. The political passions are so very great, and daily becoming more furious between the contending parties, that we shall perhaps witness, during this century called "of civilization," the complete extermination of one of the two, if things continue so.

The exports at this port during the year ending, as stated above, to all countries, were effected by sixty-two vessels, measuring 19,664 tons, and the value, including shipping expenses, amounted to \$1,597,099 43, Venezuelan currency.

The exports were to the following countries :

The United States	\$504,920 12
France	510,143 75
Germany	322,126 47
England	97,348 67
Spain	146,198 42
Triest, (Austria)	16,362 00

The vessels were under the following flags :

	Tons.
2 American	461
15 English	7,245
1 Swedish	163
3 Danish	663
13 German	2,989
1 Dutch	260
19 French	6,082
1 Venezuelan	418
7 Spanish	1,383

Included in the number of the above vessels are those which sailed for the United States, as follows :

Vessels.	Tons.
2 American	461
10 English	2,874
1 Danish	211
1 Dutch	260
14	3,806

The quantities of products shipped at this port for all countries during the year were as follows: 2,427,737 pounds cotton, 5,195,904 pounds coffee, 367,784 pounds cocoa, 57,758½ pounds indigo, 252,866 pounds copper ore, 88,½ tons old iron, 146½ tons lignum-vitæ, 662½ tons fustic, 19,614 deer-skins, 34,334 hides, 69,799 pounds cinchona bark, 2,500 horns, 62 tons Brazil wood, 900 pounds old copper, 884 sides sole leather, 7,400 cocoanuts, 1,702 feet hard lumber, 190 pounds wool, 170 pounds chocolate and prepared cocoa, 80 pounds dividivi, 1 tiger-skin, 1 box sweetmeats, 100 boxes tallow candles, returned goods.

Of the principal products for exportation an enormous deficiency exists, compared to the exports of last year at this port, of the following articles: Cotton, 3,202,397 pounds; coffee, 17,597,585 pounds; cocoa, 706,364 pounds; indigo, 53,895 pounds; deer-skins, 65,528; hides, 38,672. All other products exported this year and not indicated here offer the same deficiency as compared with the exports of last year, which amounted to \$3,508,456 15, the amount this year being only \$1,597,099 43; giving a difference of \$1,911,356 72 less. This is the result of the civil war, which, for many years past, is the normal state of this unfortunate land, so rich and so promising if some good sense could enter into the brains of its native-born inhabitants.

AMERICAN STAPLES.

Average prices obtained at Puerto Cabello, Venezuela, during the year ending September 30, 1870.

Kerosene, clarified, 75 to 81½ cents per gallon; soap, box of 14 pounds, \$2 50, of 18 pounds \$3; chewing tobacco, 55 to 60 cents per pound; leaf tobacco, 40 to 50 cents per pound; tallow candles, soft, \$6 per box of 20 pounds; wheat flour, \$15 50 to \$16 per barrel; rye flour, \$12 50 per barrel; corn-meal, \$8 per barrel; rope, hemp, \$26 to \$27 per hundred; rope, Manila, \$28 to \$31 per hundred; Florida water, dozen bottles, \$6 75 to \$7; codfish, \$12 per hundred; fire-crackers, \$3 per box; cassia, 65 to 68 cents per pound; pepper, \$22 to \$24 per hundred; lumber, white pine, \$50 to \$60 per thousand; lumber, pitch pine, \$70 to \$80 per thousand; tar, \$10 to \$20, according to quality, per barrel; resin, \$8 to \$10 per barrel of about 300 pounds; biscuit, 10-pound boxes, \$3; cheese, \$30 to \$35 per hundred; butter, \$40 to \$45 per hundred; brooms, \$5 per dozen; nails, \$10 to \$12 per hundred; salt beef, half barrel, \$16 to \$18 per hundred; salt pork, half barrel, \$22 to \$25 per hundred; pickled fish, barrel of 180 pounds, \$15 to \$16; tallow, \$18 to \$20 per hundred; hams, 42 cents per pound; corn-starch, 25 cents per pound; salt beef, common, \$18 to \$20 per barrel of 200 pounds.

FREIGHTS FOR THE UNITED STATES.

Average prices during the year ending September 30, 1870.

Coffee, bag of 110 pounds, 35 to 50 cents; hides, 15 to 20 cents each; cocoa, bag of 110 pounds, 50 to 62½ cents; indigo, ceroon of 100 pounds, \$1 each; fustic, ton of 2,000 pounds, \$5; lignum-vitæ, ton of 2,000 pounds, \$50; deer-skins, 1 to 3 cents each. Value in American gold. Eight barrels of flour calculated for a ton.

A. LACOMBE.

Imports and exports at Puerto Cabello, Venezuela, during the year ending September 30, 1870.

ИМПОРТ.

No. of vessels.	Nationality of vessels.	Whence.	Tonnage.	Nature of importations.	Value entered.	Duties paid.
21	16 English, 3 American, 2 Danish	United States.	5, 756	Flour, corn meal, lumber, lucuma, kerosene, lard, rope, Florida water, cordage, tallow, tallow candles, beef, pork, cheese, butter, malla, machines, ale, tobacco, medicines, &c.	\$139,999 45	\$52,298 86
14	11 English, 2 German, 1 Dutch	England	15, 322	Hardware, machinery, ale, porter, zinc, copper sheets, malla, iron bars, dry goods, crockery, lead, wines.	253, 376 57	139,864 41
23	All French	France	8, 102	Wine, oil, silk and fancy goods, vermiceili, crockery, glassware, perfumery, preserves, composition candles, shoes, hats, leather, &c.	92, 660 24	45, 502 63
17	14 German, 2 Danish, 1 Venezuelan	Germany	4, 242	Dry goods, hardware, cheese, butter, furniture, composition candles, drugs, medicines, ale, straw paper, hats, hams, sausages, &c.	185, 327 05	94, 783 89
31	20 Dutch, 9 Venezuelan, 2 French	Curacao	9, 621	Dry goods, American provisions, butter, cheese, common straw hats, Dutch provisions, gin, coal, made-up clothes, &c.	27, 970 72	16, 522 79
9	5 Spanish, 2 Italian, 1 Dutch, 1 Swedish ..	Spain	1, 421	Wine, oil, spices, olives and other preserved fruits, sausages, onions, garlic, vermiceili, earthen jars, stock fish, &c.	52, 894 04	31, 016 64
7	6 Dutch, 1 English	St. Thomas	1, 322	Dry goods, provisions, colius, &c.	7, 212 27	3, 279 35
1	1 Dutch	Holland	149	Linin goods, gin, butter, cheese, composition candles, spices, rope, straw paper, &c.	4, 857 50	3, 996 31
				Ship-stores landed under manifest for consumption, (England)	994, 07	373 46
				Ship-stores landed, provisions and wine, (Curacao, &c)	108 37	
123	Total		38, 945		765, 513 91	387, 674 64

EXPORTS.

Nation 'ty of vessels.	Whittier bound.	Venezuelan tonnage.	Cotton.	Coffee.	Indigo.	Hides.	Cocoa.	Deer-skins.	Horns.	Fur-skins.	Lignumvita.	Lumber.	Wool.	Brazil-wood.	Sole-leather.	Old copper.	Cinchona.	Coccolata.	Tallow can- dles.	Copper-ore.	Dividiv.	Chocolate.	Tiger-skins.	Sweet-starch.	Value, in- cluding shipping expenses.	
14 Eng., 2 Amer'n, 1 Danish, 1 Dutch.	United States.	3,806	lbs.	2,270,488	35,477	21,177	lbs.	8,633	17,939	347	tons	feet.	lbs.	400	400	lbs.	58,119	4,400	lbs.	100,252	866	50	100	1	1	\$504,930
4 All English.	England.	4,070	496,900	79,596																					97,348	
6, 0-2 All French.	France.	570,178	1,860,940	19,935	6,070	374,883	517	375							448										510,143	
19 All German.	Germany.	4,150	899,178	811,540	1,026	3,903	15,400		2,500	761	1663	1,572	190	62	436		11,680	3,000							322,136	
1 Swedish, 1 Venezu- zuelan, 1 English.																									47	
7 All Spanish.	Spain.	1,353	461,481	52,140	8,320	3,184	63,868	1,108		64	130														146,198	
1 German.	Trieste.	173	121,300																						16,363	
62 Total.		19,664	2,427,737	3,195,904	37,753	34,334	367,784	19,614	2,500	6933	1663	1,702	190	62	884	300	69,799	7,400	100	252	866	50	100	1	1	1,597,099

Navigation and commerce of the United States with Venezuela for the year 1870.

PORTS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
LA GUAYRA. Year ending September 30.*	1	New York	1	Philadelphia.....	1	390 boxes petroleum, 2,173 bbls. flour, 770 boxes, 35 tierces and 25 pressed tierces tallow, 1 box pitch, 25 boxes sarsaparilla, 2 boxes logwood, 2 boxes patent medicines, 2 bbls. turpentine, 5 1/4 bbls. soda, 1 bbl. sassafras, 1 bbl. varnish, 2 boxes leeches, 4 boxes sewing machines, 1 box nails, 1 box needles and pins, 200 kegs and 60 bbls. lard, 70 doz. brooms, 60 doz. bottles Florida water, 176 lbs. manufactured tobacco, 1 bbl. wick, 1 box conserved cream, 1 pkge. thread, 10 bbls. potatoes, 10 pkgs. oakum, 3,108 lbs. Manila rope.	\$31,842 00	1	Deer-skin, 5,911; cocon, 4,400 lbs.; hides, 1,319; books, 2 boxes; chocolate, 20 lbs.	\$11,716 41
	1	New York	1	New York	1	500 bbls. wheat flour, 2 bbls. rye flour, 350 bbls. resin, 130 bbls. potatoes, 10 bbls. apples, 15 bbls. garlic, 3 bbls. whiting, 6 bbls. lamp-black, 4 bbls. spirits turpentine, 1 bbl. varnish, 3 bbls. dye-wood, 22 bbls. and 40 tcs. tallow, 2 bxs. and 1 cask lamps, 2 boxes and 1 bbl. lamp tubes, 2 washing machines, 2 sewing machines, 1 thread machine, 3 boxes and 3 trunks hardware, 1 bbl. harness, 999 bbls. straw paper, 4 bbls. lamp-wick, 10 kegs Venetian red, 383 kegs, 50 firkins and 31 tcs. lard, 2 boxes	20,850 00	1	Deer-skins, 1,335; dye-wood, 63,351 lbs.; ox hides, 40; indigo, 1,028 lbs.; sewing-machine, 1.	3,634 01

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Year ending September 30,†	1	Philadelphia.....	1	Baltimore.....	1	ahoe nails, 1 box paper, 1 box sand paper, 23 boxes Florida water, 9 boxes drugs, 36 boxes malizema, 2 boxes glassware and brushes, 4 bxa. axes and cloaks, 1 box dentist materials, 200 bxa. petroleum, 1 billiard table in 4 boxes, 1 box fire-crackers, 100 boxes candles, 1 box cod liver oil.	10, 103 00	1	Ballast.....	
	1	New York	1	Puerto Cabello..	1	975 bags wheat, 860 bbla. flour, and 95 tons coal.	12, 500 00	1	Ballast.....	
	1	Orchila	1	Orchila	1	1 box chemicals, 1 box medicines, 9 boxes cotton gins, 100 kegs and 50 tea. lard, 388 bbla. tallow, 50 barrels potatoes, 670 bbla. flour, 2 bbla. and 2 kegs nails, 1,490 bags wheat.		1	Ballast.....	
	5		5		5	Ballast.....	75, 295 00	5		15, 350 42
	3	New York	1	Lat'd of Navassa.	2	Flour and provisions.....	9, 463 59	1	Ballast.....	84, 874 23
			1	New York	1	Flour, lumber, tobacco, and provisions.	1, 127 00	2	Indigo, coffee, hides, and deer-skins.	16, 592 87
			1	Philadelphia.....						
	3		3		3		10, 595 59	3		101, 397 10

‡ Classes of vessels entered and cleared: 2 schooners, 1 brig, and 1 brigantine. Aggregate tonnage, 1,051.

† Classes of vessels entered and cleared: 2 schooners, 1 brig. Aggregate tonnage, 657.66.

PUEBLO CABELLO.

Year ending September 30,†

SUPPLEMENT.

The following reports upon the commerce of Amoy, Apia, Foochow, Leipsic, Lyons, and Morocco arrived too late to be inserted in their proper places.

AMOY.

MARCH 31, 1871. (Received May 22.)

Exchange.—All exchange operations between the United States and Amoy and the four ports of Formosa under my jurisdiction, viz, Tamsui, Kelung, Taiwanfoo, and Takao, are made through London, via Hong Kong. None are made via Shanghai, with which we have little or no steam communication. Drafts on London, six months' sight, are sold at 4s. 5d. The differences, according to date of sight, are computed at the rate of $\frac{1}{4}$ of 1d. per month. For instance, a five-months' sight draft would be sold at the rate of 4s. 4 $\frac{3}{4}$ d.

Currency.—There is no uniform medium of exchange in China. Each port has its own, and it is a certain weight of silver, called *tael*. It varies according to places. In Amoy it is 577.70 grains troy; that is to say, 2 per cent. less than in Shanghai. This medium is ignored by foreign merchants, except in the case of payment of duties or other transactions with the native authorities; and I even know of a case happening recently, where the customs banker refused to receive payment of duties in ingots, or *shoes of sycee*, imported from the north, and insisting on payment being made in Spanish dollars, with a premium of 10 per centum. After some trouble he was convinced that, according to treaty, he must receive *sycee* in payment. I mention this simply to show how purely nominal a value a *tael of sycee* possesses here.

The *shoes of sycee*, principally used in Amoy, are imported from Chefoo and Newchwang; none are manufactured here, except for government purposes, and they are made of 10, 20, and 50 Amoy taels' weight. The *shoes of sycee* derive their name from their shape, which is that of a shoe, and, I should think, of SZ in Chinese—a master, an instructor, a professor, one skilled in, and *ch'a'*, in Chinese, tea, out of which foreigners have made *cha see*, name given to those who taste and price tea before it is brought from the tea broker. Hence, *shoes of sycee*, or shoes, given by *cha see* in payment for tea. The money change in use among the people is a sort of brass coin, called *cash*. Good *cash* are worth about from 1,040 to 1,150 to the dollar.

The currency of foreigners, in the district of Amoy, is the Spanish dollar, weighed at 720 taels per 1,000, in which all accounts are kept. Mexican dollars are taken, to a certain extent, at an average discount of 1 to $\frac{3}{4}$ per cent. on Spanish dollars. In very small transactions they are not always assorted and weighed.

Produce.—Tea is the only article of merchandise directly exported to the United States from the port of Amoy, on the main land, and camphor and tea from the port of Tamsui, in the northern part of the island of Formosa, through Amoy, in sailing vessels, or through Hong Kong by the Pacific mail steamers. Tea and camphor are always bought for cash, and large advances have generally to be made to the producers. Prices for camphor, delivered on board ship at Tamsui, vary from 11 to 12 Spanish dollars, and for tea from 30 to 55. The Formosa teas are very highly esteemed in America. The price of tea grown in the vicinity

of Amoy varies from 25 to 40 Spanish dollars. Cotton yarn and piece-goods are sold at two months', and opium at fourteen days', credit.

Commissions, &c.—The commission allowed on sale of consignments or purchase of shipments varies from $2\frac{1}{2}$ to 3 per cent., with an additional allowance of $\frac{1}{8}$ per cent. for shroffage, or assorting and weighing coins. A commission of $\frac{1}{2}$ per cent. on tea invoices is allowed for inspecting the goods before they are placed on board ship.

Labor.—The cost of coolie hire for shipping tea is about 1 per cent. per package for transportation by hand from the *go down* to the cargo boats; also, 25 cents cargo-boats' charge for each trip from the jetty to the ship, and 1 cent per package coolie hire for placing the packages on board ship. The cost of matting, mending, rataning, and marking each half chest of tea, containing about 55 pounds, is from 40 to 45 cents. The tare is about 12 pounds. The expense of packing is always included in the invoice cost of merchandise.

Table A shows the amount of impost payable on imports, and the amount of local taxes, or *leekim*, imposed on the same within the limits of the port of Amoy.

Table B shows the exports of tea from the port of Amoy and from Tamsui, Island of Formosa, to various countries, from September 30th, 1870, to March 31st, 1871.

C. W. LE GENDRE.

TABLE A.—Showing the amount of impost payable on imports and the amount of "leekim" tax imposed on the same.*

Description of goods.	Import duties per tariff as agreed upon at Shanghai, November 8, 1886.	Classifier of quantity.	Leekim duties in Amoy, 1867 and 1868.	Classifier of quantity.	Leekim duties in Amoy, March 31, 1871.
	<i>Tls. m. c. c.</i>		<i>Tls. m. c. c.</i>		<i>Tls. m. c. c.</i>
Agaragar, seaweed	1 5 0 0	Per picul	2 0 0 0	Per picul	1 5 5 0
Alum	0 4 5 0	do	6 2 5 0	do	4 4 5 0
Aniseed	5 0 0 0	do	5 0 0 0	do	3 3 7 5
Asafoetida	6 5 0 0	do	3 4 0 0 0	do	2 5 5 0 0
Arsenic	4 5 0 0	do	7 5 0 0	do	6 6 6 6
Bangles, (glass armlets)	5 0 0 0	do	8 7 5 0	do	6 6 6 6
Beans and peas	6 0 0 0	do	3 7 5 0	do	2 2 2 2
Beancake	3 5 0 0	do	3 7 5 0	do	2 2 2 2
Beeswax, yellow	1 0 0 0 0	do	1 5 0 0 0	do	1 1 2 2 0
Betelnut	1 5 0 0	do	2 5 0 0	do	1 2 2 0
Betelnut husk	7 7 5 0	do	2 5 0 0	do	1 2 2 0
Becho-de-mar	1 5 0 0 0	do	7 5 0 0 0	do	5 6 2 5
Birds' nests, first quality	5 5 0 0	Per catty	8 5 0 0	Per catty	6 6 3 4
Birds' nests, second quality	4 5 0 0	do	5 0 0 0	do	3 3 7 5
Brass buttons	5 5 0 0	Per gross	1 2 5 0 0	Per picul	9 3 7 5
Do	3 0 0 0 0	Per picul	5 0 0 0	Per thousand	3 3 7 5
Brass foil	1 5 0 0 0	do	1 2 5 0 0	Per picul	9 3 7 5
Brass wire	1 1 5 0 0	do	1 2 5 0 0	do	9 3 7 5
Camphor	7 7 5 0 0	do	7 7 5 0 0	do	5 6 2 5
Camphor, clean	1 3 0 0 0	Per catty	75 0 0 0	do	56 2 5 0
Cardamoms, inferior	5 0 0 0	Per picul	7 7 5 0 0	do	5 6 2 5
Cassia oil	9 0 0 0 0	do	1 0 0 0 0	do	7 7 5 0
Chestnut	1 0 0 0	do	1 5 0 0	do	1 1 2 2
China root	1 3 0 0	do	7 5 0 0	do	5 6 2 5
Chinaware, fine	9 0 0 0	do	5 0 0 0	do	3 7 7 5
Chinaware, coarse	4 5 0 0	do	3 5 0 0	do	1 8 7 5
Cinnabar	7 5 0 0	do	3 2 5 0	do	2 4 3 7 5
Cinnamon	1 5 0 0 0	do	3 4 0 0 0	do	2 5 5 0 0
Cloves	5 0 0 0	do	2 5 0 0 0	do	1 8 7 5
Cloves, mother	1 8 0 0	do	4 5 0 0 0	do	3 3 7 5
Coir	1 0 0 0	do	2 0 0 0	do	1 5 0 0
Copper ore	5 0 0 0	do	1 5 0 0 0	do	1 1 2 5
Copper sheathing, old	5 0 0 0	do	5 0 0 0	do	3 7 7 5
Copperas			1 2 5 0 0	do	9 3 7 5
Coral, broken			50 0 0 0	do	37 5 0 0
Coral, twig			75 0 0 0	do	56 2 5 0
Coral, tree			125 0 0 0	do	93 7 5 0
Cotton rags	4 5 0 0	Per picul	1 5 0 0	do	1 1 2 2
Cotton, raw	3 5 0 0	do	4 0 0 0	do	3 0 0 0
Cornelians	3 0 0 0	Per 100 stones	25 0 0 0	do	18 7 5 0
Eggs, preserved	3 5 0 0	Per thousand	1 2 5 0	Per thousand	9 3 7 5
Grey shirtings	1 0 0 0	Per piece	2 0 0 0	Per piece	1 5 0 0
White shirtings	8 0 0 0	do	2 0 0 0	do	1 5 0 0
Printed chintz	7 0 0 0	do	1 0 0 0	do	7 7 5
Cotton thread	7 2 0 0	Per picul	7 5 0 0	Per picul	5 6 2 5
Cotton yarn	7 0 0 0	do	7 5 0 0	do	5 6 2 5
Cow bezoar	3 6 0 0	Per catty	7 5 0 0	Per catty	5 6 2 5
Crackers	5 0 0 0	Per picul	2 0 0 0	Per thousand	1 5
Cutch or gambier	1 8 0 0	do	8 3 2 5	Per picul	6 2 4
Dates, red	9 0 0 0	do	1 5 0 0	do	1 1 2 2
Dates, black	1 5 0 0	do			
Elephant teeth, whole	4 0 0 0 0	do	6 7 5 0 0	Per picul	5 0 6 2 5
Elephant teeth, broken	3 0 0 0 0	do	5 0 0 0	do	4 1 2 5
Fans, paper	4 5 0 0	Per hundred	7 7 5	Per hundred	5 6
Fans, palm leaf, trimmed	3 6 0 0	Per thousand	1 5 0 0	Per thousand	1 1 2 5
Fans, palm leaf, untrimmed	2 0 0 0	do	7 5 0 0	do	5 6 2 5
Feathers, kingfish	4 0 0 0	Per hundred	1 0 0 0	Per hundred	7 5
Feathers, peacock					
Felt cuttings	1 0 0 0	Per picul	2 5 0 0	Per picul	1 8 7 5
Felt caps	1 2 5 0 0	Per hundred	5 0 0 0	Per hundred	3 7 7 5
Fish, dried			2 5 0 0	Per picul	1 8 7 5
Fish maws	1 0 0 0 0	Per picul	2 5 0 0	do	1 8 7 5
Fish skin	2 0 0 0	do	5 0 0 0	Per hundred	3 7 7 5
Galangal	1 0 0 0	do	2 5 0 0	Per picul	1 8 7 5
Gamboge	1 0 0 0 0	do	1 3 7 5	do	1 0 3 1
Ginseng, American	6 0 0 0 0	do	20 0 0 0	do	1 5 0 0
Glass beads	5 0 0 0	do	1 0 0 0	do	7 7 5
Glassware	5 0 0 0	do	8 7 5	do	6 5 6
Glue	1 5 0 0	do	2 5 0 0	do	1 8 7 5
Gold thread, real	1 6 0 0	Per catty	6 5 0 0	do	4 8 7 5
Ground nuts	1 0 0 0	Per picul	1 5 0 0	do	1 1 2 2
Gum benjamin	6 0 0 0	do	2 7 5 0 0	do	2 0 6 2 5

* Compiled by Mr. S. M. Cook, consular interpreter.

TABLE A.—Showing the amount of impost payable on imports, &c.—Continued.

Description of goods.	Import duties per tariff as agreed upon at Shanghai, November 8, 1858.	Classifier of quantity.	Leekim duties in Amoy, 1867 and 1868.	Classifier of quantity.	Leekim duties in Amoy, March 31, 1871.
	<i>Tls. m. c. c.</i>		<i>Tls. m. c. c.</i>		<i>Tls. m. c. c.</i>
Gum, dragon's blood	4 5 0	Per picul	3 0 7 5	do	2 3 0 6
Gum myrrh	4 5 0	do	2 7 5 0	do	2 0 6 2
Gum olibanum	4 5 0	do	2 5 0	do	1 8 2
Hair, camels'	1 0 0 0	do	2 5	do	1 8 2
Hair, goats'	1 8 0	do	2 5	do	1 8 2
Hams	5 5 0	do	5 0 0	do	3 7 5
Hartall	3 5 5	do	7 5 0	do	5 6 2
Hemp	3 5 0	do	2 0 0	do	1 5 0
Hemp sacking		do	5 0 0	do	3 7 5
Hides, buffalo	5 0 0	do	2 5 0	do	1 8 7
Hides, rhinoceros	4 2 0	do	2 5 0	do	1 8 7
Horns, buffalo	2 5 0	do	1 2 5	do	9 3
Horns, deer	2 5 0	do	6 9 2	do	5 9 3
Horns, rhinoceros	2 0 0 0	do	1 5 0	do	1 1 2
Indigo, dry and liquid	1 8 0	do	8 7	do	6 6
Ink, India	4 0 0 0	do	1 2 5 0	do	9 3 7
Isinglass	6 5 0	do	5 0 0	do	3 7 5
Lampwick	6 0 0	do	1 0 0 0	do	7 5 0
Lead, red and yellow	3 5 0	do	8 7 5	do	6 5 6
Lead, white	3 5 0	do	5 0 0	do	3 7 5
Leather, green	1 8 0 0	do	3 0 0 0	do	2 2 5 0
Lichens, dried	2 0 0	do	2 5 0	do	1 8 7
Lily flowers, dried	7 2 0	do	3 0 0	do	2 2 5
Lily or lotus seed	5 0 0	do	1 5 0	do	1 1 2
Lungngans	2 5 0	do	2 5 0	do	1 8 7
Mangrove bark	3 0	do	4 4 5	do	3 3
Marble slabs	2 0 0	do	1 0 0	do	7 5
Mats	2 0 0	Per hundred	1 5 0	Per hundred	1 1 2
Medicine—Chuanlean			5 0 0 0	Per picul	3 7 5 0
Chuanpooy			2 6 0 0	do	1 2 5 0
It. Kim			2 0 0 0	do	1 5 0
Melon seed	1 0 0	Per picul	1 5 0	do	1 1 2
Metals—Manufactured copper	1 5 0 0	do	1 0 0 0	do	7 5 0
Copper ore			1 5 0 0	do	1 1 2 5
Copper ore, yellow	9 0 0	Per picul	7 5 0	do	5 6 2
Iron, unmanufactured	7 5	do	2 0 0	do	1 5 0
Wire	2 5 0	do	2 5 0	do	1 8 7
Lead	2 5 0	do	4 0 0	do	3 0 0
Quicksilver	2 0 0 0	do	3 0 0 0	do	2 2 5 0
Tin	1 2 5 0	do	1 0 5 0	do	7 8 7
Mushrooms	1 5 0 0	do	5 0 0	do	3 7 5
Mussels, dried	2 0 0	do	2 5 0	do	1 8 7
Nankeens	1 5 0 0	do	2 0 0 0	do	1 5 0
Nutgalls	5 0 0	do	5 0 0	do	3 7 5
Nutmegs	2 5 0 0	do	3 4 0 0	do	2 5 5 0
Oil, wood, tallow, hemp seed, castor, vegetable, and lamp oil	3 0 0	do	2 0 0	do	1 5 0
Olive	1 8 0	do	1 5 0	do	1 1 7
Olive seed	3 0 0	do	1 5 0	do	1 1 7
Pepper, black	3 6 0	do	1 5 0 0	do	1 1 7 5
Pepper, white	5 0 0	do	1 8 5 0	do	1 3 8 7
Peppermint oil	3 5 0 0	do	2 0 0	do	1 5 0
Pictures, painting	1 0 0	Each	1 5 0 0	Per hundred	1 1 7 5
Prawns, dried	3 6 0	Per picul	2 5 0	Per picul	1 8 7
Preserves	5 0 0	do	2 1 2	do	1 5 8
Putchuck	6 0 0	do	1 0 0 0	do	7 5 0
Ratans	1 5 0	do	2 0 0	do	1 5 0
Rice, wheat, paddy, and millet	1 0 0	do	3 7 5	do	2 8 1
Rose-mallows	1 0 0 0	do	3 0 0 0	do	2 2 5 0
Salt fish	1 8 0	do	2 7 5	do	5 6
Sandalwood	4 0 0	do	2 2 7 5	do	1 7 0 6
Sandalwoodware			2 1 2	do	1 7 3 7
Sapan wood	1 0 0	Per picul	2 0 0	do	1 5 0
Sesamum seed			3 7	do	2 8
Shark fins, black	5 0 0 0	Per picul	1 1 3 7	Per picul	8 5 3
Shark fins, white	1 5 0 0	do	5 0 0	Per hundred	3 7 5
Shark skin	2 0 0 0	Per hundred	6 2 5	Per 100 pairs	4 5 8
Shoes of all kinds	3 0 0 0	Per 100 pairs	1 5 0 0	do	1 1 2 5
Boots			3 7 5	do	2 8 1
Shoes, straw	1 8 0	do	1 5 0 0	Per picul	1 1 2 5
Silk—Wild, raw	2 5 0 0	Per picul	3 0 0 0	do	2 2 5 0
Tassels	10 0 0 0	do	3 7 5 0	Per thousand	2 8 1 2
Caps	9 0 0	Per hundred			

TABLE A.—Showing the amount of import payable on imports, &c.—Continued.

Description of goods.	Import duties per tariff as agreed upon at Shanghai, November 8, 1893.	Classifier of quantity.	Leekim duties in Amoy, 1897 and 1898.	Classifier of quantity.	Leekim duties in Amoy, March 31, 1871.
	<i>Tls. m. c. a.</i>		<i>Tls. m. c. a.</i>		<i>Tls. m. c. a.</i>
Silk—Raw	10 0 0 0	Per picul.	3 0 0 0	Per picul.	2 2 5 0
Thrown	10 0 0 0	do	2 0 0 0	do	1 5 0 0
Cocoons	3 0 0 0	do	1 5 0 0	do	1 1 2 5
Ribbon embroideries	12 0 0 0	do	6 5 0 0	do	4 8 7 5
Thread	10 0 0 0	do	3 0 0 0	do	2 2 5 5
Piece-goods—Lychnen	4 5 0 0	do	1 0 0 0	Per piece.	7 7 5 5
Crape	12 0 0 0	do	2 5 0 0	do	1 8 7 7
Gauze	12 0 0 0	do	1 2 5 0	do	9 9 3 3
Satin	12 0 0 0	do	2 7 5 0	do	5 5 6 6
Sinews, Buffalo	5 5 0 0	do	2 5 0 0	Per picul.	1 8 7 7
Sinews, Deer	5 5 0 0	do	5 0 0 0	do	3 7 5 5
Skins—Doe	5 0 0 0	Per hundred	1 2 5 0	Per hundred	9 3 7 7
Rabbit	5 0 0 0	do	2 7 5 0	do	5 5 6 6
Tiger and leopard	1 5 0 0	Each	2 5 0 0	do	1 8 7 7
Beaver	5 0 0 0	Per hundred	3 7 5 0	do	2 8 1 2
Squirrel	5 0 0 0	do	2 0 0 0	do	1 5 0 0
Land otter	2 0 0 0	do	8 7 5 0	do	6 6 5 5
Raccoon	2 0 0 0	do	8 7 5 0	do	6 6 5 5
Sea-otter	1 5 0 0	Each	5 0 0 0	do	3 7 5 0
Marten	1 5 0 0	do	1 2 5 0	do	9 3 3 3
Fox, large	1 5 0 0	do		do	
Fox, small	7 5 0 0	do	1 2 5 0	do	9 3 7 7
Smalts	1 5 0 0	Per picul.	1 7 5 0	do	1 3 1 1
Sugar, brown	1 2 0 0	do	1 5 0 0	Per picul.	1 1 2 2
Sugar, white	2 0 0 0	do	2 5 0 0	do	1 8 7 7
Sugar candy	2 5 0 0	do	3 0 0 0	do	2 2 5 5
Sulphur	2 0 0 0	do	2 5 0 0	do	1 8 7 7
Tin-foil	1 2 5 0	do	1 2 5 0	do	9 3 7 7
Tinder	3 5 0 0	do	8 3 2 5	do	6 2 4 4
Tobacco, leaf	1 5 0 0	do	2 0 0 0	do	1 5 0 0
Tobacco, prepared	4 5 0 0	do	3 7 5 0	do	2 8 1 1
Tortoise shell	2 5 0 0	Per catty.	7 7 5 0	Per catty.	5 6 6 6
Turmeric	1 0 0 0	Per picul.	2 5 0 0	Per picul.	1 8 7 7
Velvets and velveteen	1 8 0 0	Per piece.	1 5 0 0	Per piece.	1 1 2 2
Varnish	5 0 0 0	Per picul.	3 0 0 0	Per picul.	2 2 5 0
Vermicelli	1 8 0 0	do	3 7 5 0	do	2 8 1 1
Vermillon	2 5 0 0	do	3 2 5 0	do	2 4 3 7
White-squirrel skin		do	3 0 0 0	Per hundred	3 7 5 0
Wax, white	1 5 0 0	Per picul.	3 0 0 0	Per picul.	2 2 5 0
Woods—Elony	1 5 0 0	do	7 3 0 7	do	5 6 2 5
Garroo	2 0 0 0	do	7 5 0 0	do	5 6 2 5
Fragrant	4 5 0 0	do	1 5 0 0	do	1 1 2 5
Laka	1 4 5 0	do	1 0 0 0	do	7 5 0 0
Woolen manufactures—					
Bunting	2 0 0 0	Per piece.	3 7 5 0	Per piece.	2 8 1 1
Spanish stripes	1 2 0 0	Per chang	3 7 5 0	do	2 8 1 2
Imitation camlets	3 5 0 0	do	2 5 0 0	do	1 8 7 7
English camlets	5 0 0 0	do	1 8 7 5	do	1 4 0 6
Dutch camlets	1 0 0 0	do	1 8 7 5	do	1 4 0 6
Long ells	4 5 0 0	do	9 3 7 7	do	7 0 3 3
Flannel and narrow cloth	4 0 0 0	do	1 5 6 2	do	1 1 7 2
Fungus	6 0 0 0	Per picul.	3 0 0 0	Per picul.	2 2 5 5
Teas—First quality			1 5 0 0	do	1 1 2 5
Second quality	2 5 0 0	Per picul.	7 5 0 0	do	5 6 2 2
Third quality			2 5 0 0	do	1 8 7 7
Snuff	8 0 0 0	Per picul.	4 0 0 0	do	3 0 0 0
Soy	4 0 0 0	do	2 0 0 0	do	1 5 0 0
Turkey red cloth	1 5 0 0	Per piece.	1 1 2 5	Per piece.	8 4 4 4

EXPORT DUTIES.

Tea	\$3 47	Per picul.	\$2 89	Per picul.	\$2 89
Opium	41 66	Per chest of 160 pounds.	125 00	Per chest of 160 pounds.	125 00

Squeeze by custom-house banker on opium, \$4 16 per chest; on tea, 34 cents per picul.

TABLE B.—Showing the export of tea from the ports of Amoy and Tamsui, Island of Formosa, to various countries, from September 30, 1869, to September 30, 1870.

Countries.	Congou.	Oolong.	Souchong.	Pouchong.	Total piculs.	Per what vessels shipped to America.	Flag.	Port of departure.
TEA FROM AMOY.								
United States.....	5, 142	25, 210	.....	.....	30, 352	Inaularie	Foreign ..	Amoy.
England.....	12, 130	1, 312	963	.....	13, 705	Nantib	Foreign ..	Amoy.
Australia.....	1, 289	56	.....	.....	1, 345	Dacre	Foreign ..	Amoy.
Java Straits.....	17	1, 566	.....	.....	1, 583	Raleigh	Foreign ..	Amoy.
Manila.....	74	8	.....	.....	82	Cragle Lea.....	Foreign ..	Amoy.
Hong Kong, (for transhipment to America per P. M. steamer).....	744	2, 588	.....	62	3, 394	Golconda	American ..	Amoy.
Unknown.....	.....	.....	.....	.....	19, 883	Jurgen	Foreign ..	Amoy.
						Alexandra	Foreign ..	Amoy.
						Margarita	Foreign ..	Amoy.
						Mumic	Foreign ..	Hong Kon g.
TEA FROM TAMSUI.								
Mostly exported to America through Foo-chow, Amoy, and Hong Kong.....	.....	.....	.....	.....	9, 191	Ocean Gem	Foreign ..	Amoy.
						Devena	Foreign ..	Amoy.
						Ceres	Foreign ..	Amoy.
						Eleanor	Foreign ..	Amoy.
						Mindet	Foreign ..	Amoy.
						Amadine	Foreign ..	Amoy.
						McGilvery	American ..	Amoy.
						Excelsior	Foreign ..	Amoy.
						P. M. steamer	American ..	Hong Kong.

NOTE.—The picul is equal to 133½ lbs.

MARCH 15, 1871. (Received May 22.)

I have the honor to transmit my returns of trade for this consular district during the past year, and regret that I am hardly able to record any reform in the various abuses formerly noticed by General Le Gendre, in his reports for the year ending September 30, 1869. It is true that steps were taken some nine or ten months ago toward erecting a lighthouse at the entrance of this port, but the work has progressed very slowly.

In Takao no steps have been taken toward dredging the harbor, and, in consequence, the depth of water on the bar has lessened by some 2 feet, and vessels drawing over 10 to 10½ feet cannot now leave. No buoys have been laid down to enable ships to warp in and out, and the same hazardous method of employing a number of small bamboo rafts for towing them is in practice.

No attempts have been made to equalize the present oppressive system of local taxation, the burdens in this district continuing heavier than in almost any other; and this operates most unfavorably, both on the Formosa trade, for which this port is the entrepôt, and on the development of trade with the district immediately surrounding Amoy. Practically, an enormous power of taxation, in addition to the rates fixed by treaty, is left to local mandarins; and no sooner does any new branch of industry become of importance than it is singled out for levies of blackmail, and sometimes to such a degree that it ceases to be profitable and consequently dies out.

It is much to be feared that this evil will interfere every year more and more with our merchants. At present, one of the most satisfactory features in the direct trade with the United States is the large increase in the export of tea, the consumption of which will doubtless be stimu-

lated by the reduction of duty now coming into force; but I am informed that it is intended to farm out a local tax on tea, at Tamsui, the local manufacture of which, for export to the United States, has been entirely developed by foreign energy. Should this be carried into operation, the effect will be the same as on the camphor trade of the same port, which, for some time past, has been passing out of foreign hands from this cause; while at Taiwanfoo and Takao, merchants have been forced to relinquish the trade altogether, in favor of the Chinese farmer of the tax, who ships it in large junks to Hong Kong from different ports of the Formosa coast not open to foreign shipping, and where he does not pay any custom-house duties.

The monopoly of the iron trade at Amoy, mentioned by General Le Gendre in a previous report, still continues. With a more equitable system of taxation, I should confidently look forward to a rapidly-increasing trade and prosperous future for our commercial relations with this part of the Chinese empire.

The people are known to be friendly to foreigners, and the news of the massacre at Tientsin caused no serious apprehensions for lives or property here or in Formosa, as the officials are most unwilling to provoke any cause of differences with a power whose strength they know is adequate to protect its citizens from outrage. To the force displayed by Admiral Rowan, in 1868, I attribute in a great measure the security which American citizens have enjoyed; and I am pleased to add that, although the island trade in the Amoy district continues to be closed to us, yet our intercourse with all classes has been of a most satisfactory character throughout the year, and that all requisite facilities for the transaction of public business, within the limits of the treaty ports, have been freely accorded. It is, however, worthy of remark that the officials in this district have never taken any steps to publish the proclamation which the government at Peking ordered to be posted throughout the empire, after the Tientsin riots, and that they state that no such instructions have been received by them.

The license for the export of prepared opium at this port has been withdrawn, and, therefore, the export of that article to San Francisco has come to an end. This unjust measure will be detrimental to the public revenue, inasmuch as the shipping of the prepared drug direct from Amoy, by responsible parties, would have singularly facilitated the collection of the public revenue in California, while the shipping of the same from Hong Kong, in small quantities, (much of it through the Chinese emigrants taking passage by the Pacific mail steamers,) will give many facilities to smugglers. At present the trade is farmed out by the colonial government of Hong Kong, and it is of course to the interest of that government to prevent its establishment elsewhere. I may mention that, by the terms of the Amoy license, the opium could be prepared here at a lower price than it could possibly be done at Hong Kong. As it will appear that the treasury fees for Formosa show a diminution, although the export of tea has so largely increased, I would mention that all these teas have been forwarded to Foochow, Amoy, or Hong Kong, where their destination is decided, and where the consuls have collected the usual fees for the certification of invoices. As to the other points needing adjustment, in matters relating to the trade with the interior of Formosa, intercourse with the aborigines of that island, and protection to cast-aways, I believe that the measures suggested by General Le Gendre in his dispatch to the Minister—copy forwarded to the Department of State in his No. 109, and dispatch No. 59, copy of which, with copy of letters to Mr. Consul Hewlett, was for-

warded to the Department of State in his No. 114—will fulfill all requirements, and, until answers to these are received, I have no further remarks to make on this subject.

I would respectfully suggest that some modification of the present passenger act, approved March 3, 1865, might be allowed in the case of American steamers trading with Manila. In the case of such a short voyage, I think the rule applying to steamers trading at home with ports contiguous to the territory of the United States might be adopted.

An American steamer has been running on the line for some time past, but she is placed at a great disadvantage in comparison with vessels trading under the German and Spanish flags.

The following is a comparative statement of the import trade of the port of Amoy from January 1, 1865, to January 1, 1870:

January 1, 1865, to January 1, 1866	\$12,974,724
January 1, 1866, to January 1, 1867	12,004,531
January 1, 1867, to January 1, 1868	9,814,144
January 1, 1868, to January 1, 1869	7,421,750
January 1, 1869, to January 1, 1870	9,136,900

The subjoined table shows the quantities of the principal imports from September 30, 1869, to September 30, 1870, in comparison with the quantities reported in the previous year's returns, 1868-'69:

Description and quantity.	Total amount imported, 1868-'69.	Total amount imported, 1869-'70.	Increase.	Decrease.
Gray shirting.....pieces..	42,760	60,247	17,487	.....
White shirting.....do.....	12,641	17,453	4,812	.....
Figured and dyed.....do.....	6,554	3,048	.....	3,006
Brocades.....do.....	2,460	1,099	.....	2,460
Damasks.....do.....	783	277	.....	506
Drills.....do.....	3,126	7,067	3,941	.....
T cloth.....do.....	20,590	30,474	9,884	.....
Turkey reds.....do.....	3,781	9,629	5,848	.....
Bunting.....do.....	212	431	219	.....
Camlets.....do.....	2,906	2,894	.....	12
Lastings.....do.....	718	666	.....	52
Spanish stripes.....do.....	443	397	.....	46
Woolen and cotton mixtures.....do.....	1,300	1,013	.....	287
Iron, old.....piculs..	1,805	848	.....	957
Iron, manufactured.....do.....	558	214	.....	344
Iron, nail rod.....do.....	1,677	2,245	568	97
Lead.....do.....	12,337	12,240	.....	.....
Tin.....do.....	5,922	8,130	2,208	1
Quicksilver.....do.....	585	436	.....	149
Biche-de-mer.....do.....	6,618	8,661	2,043	.....
Cotton, raw.....do.....	8,873	19,266	10,393	.....
Cotton yarn.....do.....	10,366	14,664	4,298	.....
Chintzes, (cotton).....pieces..	429	298	.....	131
Long ella, woolen.....do.....	262	43	.....	291
Flour.....piculs..	2,028	9,686	7,658	.....
Mangrove bark.....do.....	39,077	28,550	.....	10,527
Oilcakes.....do.....	146,304	131,017	.....	15,287
Oil nuts.....do.....	12,468	9,468	.....	3,000
Peas.....do.....	578	479	.....	279
Ratans.....do.....	5,316	2,969	.....	2,347
Rice.....do.....	132,338	148,435	16,097	.....
Sapan wood.....do.....	7,198	4,666	.....	2,532
Bean cakes.....do.....	157,247	225,403	68,156	.....
NATIVE PRODUCE.				
Cotton, raw.....piculs..	31,608	18,002	.....	13,606
China root.....do.....	539	344	.....	195
Coals.....do.....	18,575	4,636	.....	13,939
Fungus.....do.....	450	211	.....	239
Ground nut-take.....do.....	12,237	31,847	19,610	.....
Hemp.....do.....	285	968	683	.....
Lily flowers.....do.....	1,545	1,246	.....	299
Manure cakes.....do.....	3,880	3,139	741	.....
Medicine.....value..	\$54,235	\$46,045	.....	\$8,190
Iron wire.....piculs..	442	359	.....	83
Peas.....do.....	182,398	152,697	.....	29,701
Rice.....do.....	21,686	104,754	83,068	.....

Description and quantity.	Total amount imported, 1868-'69.	Total amount imported, 1869-'70.	Increase.	Decrease.
Samschoo piculs	3, 134	4, 145	1, 011	.....
Seeds, sesamum do	9, 118	27, 761	18, 643	.....
Silk, piece goods do	51	50	.....	1
Tea do	3, 315	4, 078	763	.....
Tea-mats pieces	407, 764	618, 690	210, 926	.....
Tobacco leaf piculs	473	153	317	.....
Vermicelli do	3, 974	4, 667	693	.....
Wheat do	17, 891	46, 753	28, 862	.....
Opium do	357, 304	404, 270	46, 966	.....

The total value of imports for the period under consideration is about on a par with that of the preceding one. The import of rice and of oil cake from Formosa in foreign bottoms, shows a sensible diminution. The distance between Formosa and the main land is so short that junks can easily make the voyage; and as cargoes in these vessels pay no duty and only a trifling sum for mast dues, the 15 cents per picul (about 133½ lbs.) payable on grain imported in foreign vessels drives them out of the carrying trade. With regard to the inordinate difference in the local taxes levied on opium which obtains in this port, as compared with any other, I can add nothing to General Le Gendre's previous remarks in his yearly report for the year ending 30th September, 1869.

Table showing the quantities of the principal exports from the port of Amoy from September 30, 1869, to September 30, 1870, in comparison with the quantities reported in the previous year's return, 1868-'69.

Description and quantity.	Total amount exported, 1868-'69.	Total amount exported, 1869-'70.	Increase.	Decrease.
Chinaware piculs	28, 148	37, 358	9, 210	.....
Garlic do	2, 783	3, 734	951	.....
Grass cloth, coarse do	91	152	61	.....
Grass cloth, fine do	96	140	44	.....
Champ bags pieces	1, 072, 098	958, 787	.....	13, 311
..... hemp fiber piculs	1, 624	1, 026	.....	798
Hemp sackings pieces	216, 290	224, 035	7, 745	.....
Ironware piculs	6, 536	6, 013	.....	523
Joss sticks do	762	962	200	.....
Kittysols pieces	182, 296	205, 590	23, 294	.....
Lung-ngans, dried piculs	11, 427	9, 450	.....	1, 977
Paper, first quality do	7, 281	6, 940	.....	341
Paper, second quality do	15, 386	15, 965	579	.....
Preserves do	2, 753	1, 391	.....	1, 362
Sugar, brown do	48, 692	41, 294	.....	7, 398
Sugar candy do	53, 282	52, 225	.....	1, 057
Sugar, white do	20, 683	19, 537	.....	1, 146
Tobacco, prepared do	2, 602	1, 909	.....	693
Tea do	62, 037	70, 644	8, 607	.....
Vermicelli do	4, 844	6, 971	2, 127	.....

It will be seen that in the most important article of export to the United States, viz, tea, an increase of 8,067 piculs is shown for this year, the value of which I estimate at about \$250,000.

The export of opium has suffered, owing to Formosa being the principal destination of this merchandise, and as the local taxes at the intermediate ports between Takao and Tamsui average about one-half of those levied on opium, shipped in foreign bottoms to either of the treaty ports, large quantities are shipped from Namoa in junks, to Oulan and Gauchay, and Poata-Chiu.

The following is a comparative statement of the export trade of the port of Amoy, from January 1, 1865, to January 1, 1869:

January 1, 1865, to January 1, 1866.....	\$2,699,286
January 1, 1866, to January 1, 1867.....	3,989,843
January 1, 1867, to January 1, 1868.....	3,597,057
January 1, 1868, to January 1, 1869.....	3,226,078
January 1, 1869, to January 1, 1870.....	4,147,893

Table showing the duties paid under each flag, at the port of Amoy, for the year ending December 31, 1869.

Flags.	Import.	Export.	Tonnage dues.	Coast trade duties.	Total.
British	\$253,986 34	\$175,075 50	\$8,411 80	\$10,341 45	\$447,815 09
American	12,903 80	53,961 13	1,615 55	1,603 41	70,083 89
French	4,395 62	10,909 58	1,151 11	920 47	17,376 78
North German	27,975 09	101,107 07	8,989 58	15,296 24	153,367 98
Dutch	3,627 36	10,846 39	1,641 11	992 81	17,097 67
Spanish	6,540 23	14,293 72	817 50	300 60	21,952 05
Siamese	6,428 81	11,210 77	1,760 55	1,489 64	20,889 77
Danish	1,351 37	9,190 42	710 55	1,872 90	13,125 24
Norwegian	974 94	6,527 26	665 00	.....	8,167 20
San Salvador	228 13	45 50	20 76	.....	294 39
Peruvian	1,507 70	.....	725 05	.....	2,232 75
Total	319,919 59	393,182 34	26,506 56	32,896 31	772,506 60

The amounts herein given are in Mexican dollars, converted into Chinese taels at 7.2.

Statement of duties collected at the port of Amoy from September 30, 1869, to September 30, 1870, placed in comparison with that of the seasons 1867, 1868, and 1869.

1867-'68.	1868-'69.	Decrease.	1868-'69.	1869-'70.	Increase.
\$731,045 45	\$673,917 57	\$57,127 88	\$673,917 57	\$729,466 07	\$55,548 50

Table showing the arrivals of foreign vessels at the port of Amoy, from September 30, 1869, to September 30, 1870.

Date.	Flags.	ARRIVALS.							
		Cargo.				Ballast.			
		Number.	Increase.	Decrease.	Tons.	Number.	Increase.	Decrease.	Tons.
1869.									
From Sept. 30 to Dec. 31.	American.....	3	.....	.....	1,500	.....	.....	.....	.....
	British.....	69	15	.....	30,691	6,969	.....	.....	7,870
	French.....	4	1	.....	939	663	.....	.....	6,394
	North German.....	47	42	.....	11,591	10,443	.....	.....	.....
	* Sundries.....	27	8	.....	7,792	1,993	3	.....	2,572
1870.									
From Jan. to March.	American.....	3	5	.....	2,413	2,318	1	.....	679
	British.....	56	14	.....	26,708	8,044	16	5	7,188
	French.....	2	.....	.....	583	3	.....	.....	3,113
	North German.....	32	20	.....	9,220	6,621	14	8	128
	* Sundries.....	16	7	.....	4,660	1,615	7	2	3,369
From April to June..	American.....	4	1	.....	2,716	794	1	.....	3,099
	British.....	60	9	.....	28,145	4,655	17	17	1,927
	French.....	4	1	.....	865	245	1	.....	1,502
	North German.....	28	2	.....	6,862	1,261	11	10	679
	* Sundries.....	8	24	.....	2,043	6,798	6	4	8,680
									426
									818

* Sundries includes Spanish, Dutch, Norwegian, Siamese, &c.

Table showing the arrivals of foreign vessels, &c.—Continued.

Date.	Flags.	ARRIVALS.												
		Cargo.					Ballast.							
		Number.	Increase.	Decrease.	Tons.	Increase.	Decrease.	Number.	Increase.	Decrease.	Tons.	Increase.	Decrease.	
1870.														
From July to Sept...	American.....	4	1		2,716	796								
	British.....	74	7		32,582	3,570			5	5		1,931	1,931	
	French.....	4			725				804	1	2	312	1,503	
	North German.....	12	11		3,611			2	200	1	1	277	277	
	Sundries.....	24	19		7,153			6	425	3	3	687	687	
	American.....	14	5		9,345			2	767	2		1,358	226	
	British.....	250	27		118,126	3,928			55	42		25,669	20,118	
	French.....	14	2		3,110			379	3			866	949	
	North German.....	119	53		31,284	15,935			35	28		10,097	8,398	
	*Sundries.....	75	59		21,648			15	831	19	9	6,164	2,661	
Total.....														

* Sundries includes Spanish, Dutch, Norwegian, Siamese, &c.

Since war broke out between France and Prussia, 17 North German vessels have been laid up in this harbor.

Table showing the departures of foreign vessels at the port of Amoy, from September 30, 1869, to September 30, 1870.

Date.	Flags.	DEPARTURES.												
		Cargo.						Ballast.						
		Number.	Increase.	Decrease.	Tons.	Increase.	Decrease.	Number.	Increase.	Decrease.	Tons.	Increase.	Decrease.	
1869.														
From Sept. 30 to Dec. 31.	American.....	3			1,500		723							
	British.....	79	25		34,887	10,537		8	8		3,676	3,676		
	French.....	3			750	674		1	1		129	129		
	North German.....	55	50		4,715	3,567		2	2		409	409		
	Sundries.....	31	5		8,452		1,599		2					551
1870.														
From Jan. to March...	American.....	4	4		3,592		1,009	2	2					1,262
	British.....	65	17		30,595	9,478		7	1		3,291	1,681		
	French.....	2			583	3		1	2		128	128		
	North German.....	42	27		11,675	8,165		4	2		914	563		
	Sundries.....	20	7		7,021		661	3			738	549		
From April to June.	American.....	4	1		2,616	824		1	1		679	679		
	British.....	69	7		31,860	2,317		6	1		3,955	708		
	French.....	3			617	586		1	1		496	496		
	North German.....	38	12		10,226	4,583		1			489	280		
	Sundries.....	12	13		2,853		3,092	2	7		808			1,621
From July to Sept...	American.....	3	1		2,037	996		1			679			
	British.....	66	16		24,656	6,674		13	8		5,857	2,809		
	French.....	4	2		1,037	454			1					757
	North German.....	11	2		3,353			2			535			6
	Sundries.....	8	11		1,295		3,001	3	2		578			1,283
	American.....	14	4		9,945		1,560	2	1		1,358			541
	British.....	279	65		125,998	29,004		36	19		16,779	8,874		
	French.....	12	2		2,987	445		3	2		743			14
	North German.....	146	87		29,969	16,263		9	4		2,446	1,357		
	*Sundries.....	71	36		20,521		9,164	8	9		2,124			3,106
Total														

* Sundries includes Spanish, Dutch, Norwegian, Siamese, &c.

Since war broke out between France and Prussia, 17 North German vessels have been laid up in this harbor.

The following is a comparative statement of the import trade of the port of Tamsui from January 1, 1868, to January 1, 1870:

January 1, 1868, to January 1, 1869.....	\$741,671
January 1, 1869, to January 1, 1870.....	733,508

A statement showing the quantities of the principal imports at Tamsui and Kelung from September 30, 1869, to September 30, 1870, in comparison with the quantities reported in the previous year's return—1868-'69—is subjoined:

Description of goods.	Total amount Imported in 1868-'69.	Total amount Imported in 1869-'70.	Increase.	Decrease.
Shirting, gray.....pieces..	30,961	24,851	.....	6,110
Shirting, white.....do..	2,454	5,950	3,496	.....
Sundry cotton, gray.....do..	3,197	5,187	1,990	.....
Camlets, English.....do..	1,123	1,200	78	.....
Long ells.....do..	1,123	890	.....	233
Iron rod.....piculs..	.....	42	42	.....
Lead.....do..	1,239	1,693	464	.....
Tin.....do..	10	12	2	.....
Opium.....do..	1,121	1,037	.....	84
Bricks.....pieces..	32,426	159,026	.....	162,400
Papers, first quality.....piculs..	54	119	65	.....
Papers, second quality.....do..	80	226	206	.....
Tea-mats.....pieces..	13,040	8,000	.....	5,040
Tiles.....do..	.....	10,000	10,000	.....
.....piculs..	.....	486	486	.....

No change of interest in the character of the imports has taken place.

The subjoined table shows the quantities of the principal exports from the ports of Tamsui and Kelung from September 30, 1869, to September 30, 1870, in comparison with the quantities exported, as shown in the previous year's returns—1868-'69:

Description of goods.	Total amount Imported in 1868-'69.	Total amount Imported in 1869-'70.	Increase.	Decrease.
Camphor.....piculs..	14,171	15,599	1,428	.....
Coal.....do..	120,602	93,981	.....	116,621
Ground-nuts.....do..	168	325	157	.....
Hemp.....do..	86	814	728	.....
Doc-skins.....do..	244	692	448	.....
Rice.....do..	14,017	90,296	76,297	.....
Tea.....do..	4,283	9,191	4,908	.....
Timber, (plank).....pieces..	13,816	10,828	.....	1,988

Considerable supplies have been shipped to Tientsin in American vessels for government use.

I would call attention to the excessive duty on coal, which is equal to about \$1 50 per ton, while the average value for the year has been only \$2 per ton. This coal has been extensively used by American steamers engaged in traffic on the Yangtse, and would doubtless become a far more important article of export if this heavy tax, amounting to 75 per cent., was reduced to a reasonable rate.

The following is a comparative statement of the export trade of the ports of Tamsui and Kelung from January 1, 1868, to January 1, 1870:

January 1, 1868, to January 1, 1869.....	\$404,321
January 1, 1869, to January 1, 1870.....	371,762

The following table shows the duties paid under each flag at the ports of Tamsui and Kelung for the year ending 31st December, 1869:

Flag.	Import.	Export.	Coast trade.	Tonnage dues.	Total.
American	\$539 59	\$7,113 65	\$26 74	\$166 66	\$7,866 64
British	36,352 46	17,557 92	100 20	917 92	54,927 10
Danish	25 51	925 92	108 37	108 88	1,168 68
Dutch		957 06	8 79		965 85
French		1,355 32	5 85	17 77	1,378 94
North German	1 77	487 83	11 14		500 14
	2,670 72	23,872 83	273 68	606 94	27,424 17
Total	39,610 05	51,569 23	534 77	1,817 47	93,531 52

The amounts herein given are in Mexican dollars, converted from Chinese taels, at 7.2.

Statement of duties collected at Tamsui and Kelung from September 30, 1869, to September 30, 1870, placed in comparison with that of the seasons 1867-'68, 1868-'69.

1867-'68.	1868-'69.	Decrease.	1868-'69.	1869-'70.	Decrease.
\$100,547 74	\$87,471 37	\$13,076 37	\$87,471 37	\$84,656 98	\$2,814 39

The following table shows the arrivals and departures of foreign vessels at the port of Tamsui from September 30, 1869, to September 30, 1870:

Date.	ARRIVALS.				DEPARTURES.			
	Steamers.		Sailing vessels.		Steamers.		Sailing vessels.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
October 1 to December 1, 1869	2	955	13	2,993	2	955	14	3,465
January 1 to March 30, 1870	1	491	1	187	1	491	2	362
April 1 to June 30, 1870	3	1,680	14	3,356	3	1,680	12	2,731
July 1 to September 30, 1870	7	3,863	18	4,137	7	3,363	20	4,762
Total	13	6,689	46	10,673	13	6,689	48	11,390

The following table is a comparative statement of the import trade of the ports of Takao and Taiwanfoo from January 1, 1865, to January 1, 1870:

January 1, 1865, to January 1, 1866	\$1,413,515
January 1, 1866, to January 1, 1867	1,579,864
January 1, 1867, to January 1, 1868	1,553,833
January 1, 1868, to January 1, 1869	985,037
January 1, 1869, to January 1, 1870	1,261,853

The subjoined table shows the quantities of the principal imports from Takao and Taiwanfoo from September 30, 1869, to September 30, 1870, in comparison with the quantities reported in the previous year's returns, 1868-'69.

Description and quantities.	Total amount imported in 1868-'69.	Total amount imported in 1869-'70.	Increase.	Decrease.
Opium..... piculs.	1,267	1,745	478	.....
Shirtings, gray..... pieces.	34,300	19,200	4,900	.....
white..... do.	800	2,000	1,200	.....
dyed..... do.	850	1,050	200	.....
T cloth..... do.	360	775	410	.....
Turkey, red..... do.	350	2,888	2,538	.....
Broadcloth..... do.	4	.....	.....	4
Camlets, English..... do.	1,250	1,961	711	.....
Lastings..... do.	119	680	561	.....
Long ells..... do.	702	810	108	.....
Figured luster..... do.	747	3,350	2,603	.....
Spanish stripes..... do.	48	384	336	.....
Woolen and cotton, mixed..... do.	50	.....	.....	50
Cotton, raw..... piculs.	798	1,151	353	.....
Hemp bags..... pieces.	125,938	321,776	195,838	.....
Nankeen..... piculs.	13	159	146	.....
Tobacco, prepared..... do.	508	1,027	519	.....

The imports of piece goods, as well as that of opium in foreign vessels, still suffer, as I have mentioned in the returns for Southern Formosa, from supplies brought in junks to the various treaty ports and which bear no duty.

The subjoined table shows the quantities of the principal exports from the ports of Takao and Taiwanfoo from September 30, 1869, to September 30, 1870, in comparison with the quantities reported in the previous year's returns, 1868-'69:

Description and quantities.	Total am't exported in 1868-'69.	Total am't exported in 1869-'70.	Increase.
Ground-nuts..... piculs.	275	3,130	2,855
Ground cakes..... do.	11,591	31,908	20,017
Hemp..... do.	.....	103	103
Lung-ngans..... do.	3,103	4,925	1,822
Rice..... do.	16,094	104,405	88,311
Sesamum seeds..... do.	20,705	29,153	8,448
Sugar, brown..... do.	254,160	551,724	297,564
Sugar, white..... do.	12,208	45,945	33,737
Sweet potatoes, dried..... do.	.....	11,116	11,116
Turmeric..... do.	6,831	8,134	1,303

The great falling off in the export of sesamum seed from Formosa is in no way due to an absence of demand, but to the fact that the months of May, June, July, and August, in 1870, passed in Formosa with little or no rain, and the crop was, therefore, a failure. The present heaviness of duty checks the export of sugar, but small shipments were made to San Francisco at the end of 1870.

Formosa rice is of preferable quality; but the lower price at which grain from Siam and Saigon can be imported gives the latter an advantage. The export duty is about 10 per cent. *ad valorem*.

The following is a comparative statement of the export trade of the ports of Takao and Taiwanfoo, from January 1, 1865, to January 1, 1870:

January 1, 1865, to January 1, 1866	\$1,073,252
January 1, 1866, to January 1, 1867	1,158,778

January 1, 1867, to January 1, 1868	\$1,141,062
January 1, 1868, to January 1, 1869	938,832
January 1, 1869, to January 1, 1870	1,087,591

The following table shows the duties paid under each flag at the ports of Takao and Taiwanfoo, during the year ending December 31, 1869:

Flag.	Import.	Opium.	Export.	Coast trade.	Tonnage dues.	Total.
British	\$1,063 46	\$8,976 04	\$13,383 78	\$187 74	\$521 94	\$24,132 96
Danish	51 82	1,512 50	5,259 06	162 76	415 56	7,401 70
Dutch	269 77	450 00	1,500 00	3 00	135 00	2,357 77
French	29 51	1,250 00	2,999 20	100 20	.....	4,378 91
North German	761 36	8,947 58	43,734 47	952 48	1,337 92	55,753 81
Peruvian .....	.....	.....	96 80	8 25	.....	105 05
Russian .....	.....	.....	.....	.....	.....	2,650 00
	2,175 92	23,966 12	66,973 31	1,414 43	2,410 42	96,960 20

Statement of duties collected in Takao and Taiwanfoo from September 30, 1869, to September 30, 1870, placed in comparison with that of the seasons 1867, 1868, 1869, 1870.

1867-'68.	1868-'69.	Increase.	1868-'69.	1869-'70.	Increase.
\$77,752 01	\$80,394 29	\$2,642 28	\$80,394 29	\$161,314 11	\$80,919 82

The amounts herein are in Mexican dollars, converted from Chinese taels at 7.2.

The subjoined table shows the arrivals and departures of foreign vessels at the ports of Takao and Taiwanfoo from September 30, 1869, to September 31, 1870:

Date.	ARRIVALS.				DEPARTURES.			
	Steamers.		Sailing vessels.		Steamers.		Sailing vessels.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Sept. 30 to Dec. 31, 1869 .....	.....	.....	39	7,785	.....	.....	35	6,899
Jan. 1 to Mar. 31, 1870	3	1,269	62	13,148	3	1,269	62	12,832
April 1 to June 30, 1870 .....	.....	.....	70	17,244	.....	.....	72	17,891
July 1 to Sept. 30, 1870 .....	.....	.....	28	6,492	.....	.....	27	6,115
Totals	3	1,269	199	44,669	3	1,269	196	43,647

In conclusion, I would mention that I did not forward this report in September last, as General Le Gendre having been in charge of this consulate during part of the past year, I wished to confer with him on several points connected with the trade of the district before submitting it.

EDMUND PYE.

APIA, NAVIGATOR'S ISLANDS.

January 2, 1871. (Received May 22.)

The number of American vessels arrived at this port during the year was eight—four ships, three barks, and one schooner.

During the twelve months there were many arrivals off the port calling for refreshments, &c., such as vessels from the Guano islands on

their homeward passage, and also whalers cruising in the vicinity of these islands.

There is almost an entire cessation of trade at this port and its vicinity in consequence of the anarchy that still exists among the Samoans; the civil war that has been raging for nearly two years. Although peace has been proclaimed by both contending parties, yet they are no nearer to a permanent settlement of their political disputes than they were when war was first declared. It is my opinion that war among the Samoans is yet inevitable; the petty jealousies and ill feelings that still exist among them can never be obliterated without more bloodshed, and this state of things may continue for years if there is no foreign interference; therefore there is no present hope of an end of the existing anarchy and confusion at this group of islands, or for the rise of this country commercially or politically to a rate proportionate to its real importance. This end will probably be obtained in one of two ways:

1st. By an assumption of power on the part of the foreign settlers, when the latter shall have become strong enough to take this step, and shall find that their own interests render a submission to proper rule absolutely indispensable. In this case a shadow of power will most likely be left to the Samoan chieftains; but surrounded by no safeguards it will speedily vanish, and there is no saying what amount of confusion, or even bloodshed, may ensue before matters are finally settled.

2d. By the starting of some question or difficulty arising out of the present state of anarchy which will compel an assumption of sovereignty over the group by one of the foreign powers. In this case it will depend upon circumstances to determine whether the rights and interests of the native chieftains and people are properly cared for, but in all probability these rights and interests will greatly suffer.

Many disputes necessarily arise even at the present time in the intercourse of the Samoans with the white settlers. At present and during my residence in Samoa, the United States commercial agency and British consulate at this port are and have been the only local authority to which such disputes can be referred. Occasionally cases have arisen which have been further referred from the consulates to the commanders of vessels of war visiting these islands. These troubles originate sometimes in the aggressions of the natives, sometimes in the overbearing conduct of the whites; but more from the natives than the whites. In all cases the Samoans will "argue the point" to the very last; they are never weary of discussing a matter and will resort to any strategy to prolong an inquiry, where it is evident they are in the wrong; they will present a case in a dozen different lights or take their stand on as many different grounds rather than bring a question to the issue where the decision will evidently be a fine or restitution.

No import or export duties are imposed, and no articles of import prohibited at this port.

It has been impossible for me in most instances to procure accurate statistics of the quantity of merchandise imported and produce exported, as there is no custom-house at this port, and no record kept by the Samoans; but such as the following table shows I have collected from the merchants resident, who in most cases would give but estimates of the value and quantity of the articles enumerated.

The returns herewith, however, are a near approximation to the real value.

Statement showing the description and value of merchandise imported, and quantity of produce exported at the port of Apia, during the year ending December 31, 1870.

Description.	Value.
Imports.	
Dry goods.....	\$75,000
Hardware.....	14,000
Spirits and wines.....	20,000
Tobacco.....	10,000
Groceries and provisions.....	25,000
Lumber.....	10,000
Specie.....	60,000
	214,000
Exports.	
Cobra, or copprah, 2,000 tons.....	90,000
Cocoanut oil, 100 tons.....	3,000
Cotton, clean, 200,000 pounds.....	20,000
Cotton seed, 200 tons.....	5,000
	118,000

Statement showing the nationality, number, and tonnage of vessels entered at and cleared from the port of Apia during the year ending December 31, 1870.

Nationality.	Entered and cleared	
	No. of vessels.	Tonnage.
United States.....	8	5,284
British.....	33	5,690
North German.....	34	8,250
Norway.....	1	950
	76	20,174

JONAS M. COE.

FOOCHOW.*

NOVEMBER 15, 1870. (Received February 24, 1871.)

COMMERCIAL REPORT FOR THE YEAR ENDING SEPTEMBER 30, 1870.

As will be seen by the subjoined table B, the import trade offers no feature of special interest, with the exception of lead, opium, and some cotton goods; the cargoes of foreign goods that find their way to this market are brought up from Hong-Kong by the Chinese, and this branch of trade is almost entirely in the hands of Chinese merchants. The native produce brought from other provinces in exchange for local produce is also the property of Chinese merchants. It is essentially a Chinese trade, conducted in foreign bottoms, between this and the more northern treaty ports, while the native junks are rapidly going out of use.

Two branches of the import trade remain in the hands of foreigners, namely, lead and opium. The firms which deal in opium here are generally branches of Hong-Kong firms; who import large quantities of the drug from India, are interested in supporting the Hong-Kong market at the same time that they are anxious to reduce their stocks, which they would often find it difficult to do there without reducing the price. A large capital is also required to carry on the trade successfully, while the foreign merchant has a decided advantage over the native, in procuring money at a low rate of interest. Sales of the drug during the past year compared with 1868 and 1869, would indicate a steady diminution in the consumption of the article, but there is little reason to hope that such is the fact. It is far easier to believe that the deficit in the imports, as shown, is supplied by smugglers, and by the introduction of the native-grown drug. The sales in 1868 amounted to 4,594 chests; in 1869, to 3,816 chests; and in 1870, to 3,383 chests. A much heavier leekim tax is levied on foreign opium at this port than at the neighboring ports of Amoy and Swatow, which affords a reason for believing that much of the drug consumed in this and adjoining districts is smuggled in from those ports. Since opium-smoking is the fashion among nearly all classes of Chinese who can afford the luxury, it can scarcely be hoped that its consumption is diminishing. This *leekim* tax and local dues lies heavily on all goods of foreign production, and seriously affects the prosperity of the port as regards imports. I have no doubt the subject has been brought to the notice of the Department, for it has long been a "bone of contention" here. The consuls and the ministers at Peking have labored for a correction of the evil, but in spite of their combined efforts the local government persists in levying the leekim, even within the limits of the port, on goods belonging to foreign firms that have paid import duty. Thus foreign merchants are often perplexed and annoyed by seizures of goods, while in transit from one hong to another, on opposite sides of the river, and are compelled to apply through their consuls for leekim passes. This practice is not only a source of annoyance to the merchant, but to the consuls as well, for the officials demand that every such application shall be made in the form of a "*chao huie*," (official dispatch.)

On all classes of foreign goods that have passed into Chinese hands a leekim is levied at every barrier as they pass into the interior, which has the effect almost to prohibit their traffic in them. The local authorities fail to recognize in this practice a violation of treaty, and to hope that it will cease under the present system of government would be to

expect the officials in the interior to go without salary, and break themselves of the inveterate habit of levying a "squeeze" on every kind of merchandise that passes through their respective districts. American merchants are not as much affected by the practice as the English, unless they should import from England, for since the commencement of the late war in the United States our merchants have not attempted to import any piece goods from there.

At many of the other ports these goods, such as gray shirting, T cloths, drills, chintzes, and white shirtings enter largely into the payment for tea destined for Europe. This taxing of foreign goods out of a market is by no means a wholesome system of trade, and is at variance with the principles of commerce, it being the practice everywhere to seek to balance fairly the exchange of merchandise. The absence of a barter trade is a decided balance in favor of the native trader who gets his goods cheaper at other places, sells his produce dear, to the foreign merchants here, and receives his pay in hard cash. The only article of import taken in any considerable quantity in exchange for the tea product is lead.

The tendency of trade to pass out of the hands of foreigners into Chinese hands is limited to that part of it which is connected with the distribution of goods throughout the provinces on leaving the original port of entry. There are cases, to be sure, of Chinese merchants importing goods from Europe, flour from San Francisco, &c.; but these are exceptional cases, while all the exporting is done by the foreign merchant. This state of things is likely to continue. The long list of Chinese imports shown in table B, commencing with bean-cake, constitutes a Chinese trade, in which foreigners can have little or no concern, except ship-owners whose bottoms are employed in the coasting trade, and perhaps bankers, who occasionally make small advances at native rates of interest against the shippers' drafts, drawn on the consignees. As is already known to you, the only article of export from this port to foreign countries is tea. An effort is being made, in a small way, to produce silk at Foochow; but the quantity manufactured last year from worms reared here, under the auspices of the provincial government, I am told, does not exceed a thousand to fifteen hundred taels' weight. I am not able to learn its value in the market, nor have I been able to obtain a sample of it. It has been used up in the manufacture of satin for the use of the officials.

Many years will doubtless elapse before this product can become an article of export. The tea of this district, hitherto so favorably known in the United States, in Europe, and in the colonies, seems, for the last two or three years, to have lost favor. In the United States this has been attributable, in a great measure, to the introduction of the Japan teas, which have been sold at lower prices than the Foochow teas could be afforded, but the main cause has been the really inferior quality of the article. The Chinese, ever ready to take the advantage of an opportunity to save money or labor, finding competition among buyers so great that they looked more to the quantity than to the quality of the tea they purchased, found it as easy in 1867-'68, and 1869, to sell poor tea as good, hence the deterioration. The heavy losses sustained, particularly in Europe, have led both European and American importers, when giving orders, to their agents here, to limit them in prices. If this practice prevails, and the purchasers here use due prudence, they may, in a year or two, get the Foochow teas up again to the old standard.

I am able to make but a small showing of shipments to the United States for the year under notice, as the market for Oolong is not yet

opened. I have been able to obtain the following memoranda of exports of tea from this port since January 1, 1866:

	Pounds.
From January 1 to December 31, 1866.....	61, 600, 000
From January 1 to December 31, 1867.....	70, 700, 000
From January 1 to December 31, 1868.....	78, 500, 000
From January 1 to December 31, 1869.....	73, 200, 000

On account of the inferiority of the article and the consequent losses sustained on the export of 1868, there was a decrease in the shipments of 1869, and I doubt not there will be a still larger decrease for the current year.

The exports for the year ending December 31, 1869, to the various countries, as compared with the year 1868, were as follows:

	1869.		1868.
To England.....	45, 931, 800	against	49, 388, 800
To the Continent.....	1, 688, 800	"	3, 291, 700
To the Colonies.....	10, 815, 100	"	15, 408, 700
To the Cape of Good Hope.....	331, 100	"	237, 400
To the United States.....	6, 187, 800	"	4, 306, 000

The shipments for three quarters of the current year, to wit: quarter ending 31st of March, 30th of June, and 30th of September, as compared with the corresponding quarters of last year, have been as follows:

	1870.		1869.
Quarter ending March 31st.....	8, 182, 800	against	8, 120, 800
Quarter ending June 30th.....	1, 262, 667	"	3, 439, 733
Quarter ending September 30th.....	31, 569, 869	"	43, 840, 133

The anticipations of our countrymen of a large increase of trade between this country and the United States, consequent upon the opening of the transcontinental railroad, do not seem yet to be realized.

The high rates of freight on the exports of this country to the United States via San Francisco almost precludes any shipments that way, except perhaps silks and small shipments of choice chops of tea. The average rate of freight to New York around the Cape and via the Suez Canal, for the season, has been £2 10s. to £3 per ton of forty cubic feet, while the rate per ton on tea from Shanghai or Hong-Kong, per Pacific Mail steamers to San Francisco, and thence by rail to New York, has been about one hundred dollars, still the shipments of tea from this to San Francisco seems rather to be increasing.

The following table shows the number of pounds, the value, and destination of shipments of tea, per Pacific Mail steamers, during the first three quarters of the current year:

Destination.	Pounds.	Value.
San Francisco.....	190,087	81,040,30
New York.....	286,479	91,182,72

The delay in the opening of the market for America seems to be the result of a determination on the part of the purchasers to buy at lower prices, and a stubborn resistance of any decline on the part of native dealers.

A great increase is observable in the amount of tonnage employed between this and the northern ports of Ningpo, Shanghai, Chefoo, Tientsin, and New Chwang; and contrary to Chinese usage foreign vessels are employed, not only during the northeast monsoon, when junks cannot beat up the coast, but even during the southwest monsoon. This would indicate that some Chinese have learned a very important lesson, which has apparently been unknown to them until recently, to wit, that "time is money."

It has been seen by my quarterly returns that there are very few American bottoms in these waters to take advantage of this growing trade.

The working of the custom-house, under the management of a French commissioner and European employés, gives general satisfaction; but the revenues are not applied to meet the requirements of the port. The revenue derived from tonnage dues, at least, ought to be expended for the improvement of the navigation of the river and harbor. There are as yet no lights to indicate the approach to this dangerous river; neither are there any buoys in any part of the stream. Fortunately, however, there have been no disasters to shipping to report, during the last year.

The Chinese arsenal for ship-building and a school of navigation and navy drill, situated some ten miles from Foochow and near the pagoda anchorage, seems to thrive under the able directors who have it in charge. It is planned on a grand and extensive scale, and the monthly expenditure is said to reach the large sum of 50,000 taels, (about \$65,000.) Workshops, engine-houses, &c., on a vast scale, are being built in a most substantial and permanent manner. Four gunboats have been constructed and launched from this establishment, two or three of which have already made trial trips. Connected with, and forming a part of the institution are schools where the English and French languages are taught, besides geometry, naval drawing, architecture, &c. The number of pupils and apprentices employed is about six hundred, all of whom receive monthly wages. This may be said to be decidedly a French institution, as two French directors are employed at a salary of £5,000 per annum each, while all of the professors, foremen, assistants, &c., with perhaps two or three exceptions, are French.

In close proximity to the arsenal ship-yard is the "Foochow dock," the property of an English firm, with capacity fully adequate to the demands of foreign shipping. As a port, Foochow possesses the elements of prosperity, and doubtless the business conducted here by foreigners proves quite as remunerative as at other ports.

Amicable relations seem generally to exist between the natives and foreigners. Christian missionaries receive adequate protection within the limits of this prefecture, but they are not permitted to extend their labors very far beyond. A general feeling of disquiet and alarm has pervaded the foreign community here since the Tien-tsin massacre in June last, which will not entirely subside until the measure of redress demanded by the French government is made known.

M. M. DE LANO.

TABLE A, TONNAGE.—*The number, tonnage, and movement of vessels entered and cleared during the year.*

	Quarter ending Dec. 31, 1869.		Quarter ending Mar. 31, 1870.		Quarter ending June 30, 1870.		Quarter ending Sept. 30, 1870.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
ENTERED.								
Sailing vessels	55	25,043	33	11,678	59	26,946	83	38,367
Steamers	41	16,257	34	15,429	35	20,468	38	16,256
Native craft								
Total sailing ves-							230	102,034
sels								
Total steamers							148	68,410
CLEARED.								
Sailing vessels	72	33,355	41	15,321	29	11,930	89	42,665
Steamers	39	15,581	35	15,765	33	16,980	42	24,401
Native craft								
Total sailing ves-							231	103,271
sels								
Total steamers							149	72,727

Of sailing vessels entered: 135 from coast ports, 31 from Hong-Kong, 36 from Japan, 9 from Australia, 2 from Macao, 1 from Great Britain, 1 from Rangoon, 2 from Singapore, 4 from Formosa.

Of steamers entered: 58 from coast ports, 88 from Hong-Kong, 2 from Formosa.

Of sailing vessels cleared: 124 for coast ports, 23 for Hong-Kong, 2 for Japan, 3 for straits, 34 for Australia, 40 for Great Britain, 16 for America, 4 for continent, 3 for Formosa.

Of steamers cleared: 50 for coast ports, 91 for Hong-Kong, 4 for Great Britain, 3 for Formosa, 1 for Australia.

TABLE B, IMPORTS.—*The principal articles of import from foreign countries and Chinese ports, and the amount of each imported during the year, as compared with 1869.*

Description of goods.	1869.	1870.
COTTON GOODS.		
Gray shirtings	pieces.. 46,554	54,031
White shirtings	do. 5,280	6,556
Figured shirtings	do. 667	1,402
Dyed shirtings	do. 1,039	291
T cloths	do. 130,383	118,512
Drills, English and American	do. 5,047	7,489
Sheetings	do. ....	.....
Jeans and twills	do. ....	.....
Chintzes and cotton, prints	do. 3,167	3,428
Turkey-red cloths and cambric	do. 5,381	4,090
Damasks, dyed	do. 414	161
Velvets and fustians	do. 704	680
Jaconets and muslins	do. 331	196
Domestics	do. ....	.....
Handkerchiefs	dozens.. 6,014	6,038
Cotton yarn and thread	piculs.. 105	172
WOOLEN GOODS.		
Blankets	pairs.. 950	1,732
Bombazettes	pieces.. 435	153
Camlets, English and Dutch	do. 4,341	3,960
Cloth, broad and medium	do. 373	486
Spanish stripes	do. 3,181	2,233
Lastings	do. 1,527	1,885
Lastings crape	do. 692	642
Long ells	do. 1,802	2,275
Lusters and orleans	do. ....	.....
Woolen and cotton mixtures	do. 2,143	2,031
METALS.		
Copper, sheet and nails	piculs.. ....	.....
Copper, ore and manufactured	do. ....	.....
Iron, rod and bar	do. 6,692	4,441
Iron, ware and manufactured	do. 1,423	405
Lead, in pigs	do. 46,877	47,545
Tin, in slabs	do. 1,560	2,605
Tin plate	do. 962	1,329
OPIUM.		
Malwa	piculs.. 2,282	1,915
Patna	do. 1,534	1,377
Benares	do. 418	337
Other kinds	do. 543	711
SUNDRIES.		
Bêche-de-Mer	piculs.. 1,989	2,114
Birds' nests	do. 6	6
Coals	tons.. 2,856	1,949
Ginseng	piculs.. 108	103
Isinglass	do. 455	331
Pepper	do. 1,269	1,370
Ratans	do. 3,290	2,868
Sandalwood	do. 2,100	1,866
Window-glass	boxes.. 2,103	2,222

TABLE B., IMPORTS—*Continued.*

Description of goods.	1869.	1870.
CHINESE IMPORTS.		
Bean cake.....piculs..	77,683	93,553
Beans and peas.....do...	102,353	133,528
Caps, (felt).....pieces..	69,898	102,637
Coals.....do...	14,536	
Cotton, raw.....do...	4,797	2,506
Fish, dry and salt.....do...	4,718	2,610
Fungus.....do...	854	661
Glass, safe.....do...	209	173
Hemp.....do...	3,426	4,156
Licorice.....do...	207	245
Mats, tea.....do...	1,015,850	1,267,050
Medicine.....piculs..	4,532	5,996
Nankeens.....do...	5,733	866
Oil, (bean).....do...	5,661	12,526
Paper, (tea,).....do...	1,273	1,366
Safflower.....do...	351	284
Silk and cotton mixtures.....do...	16	28
Silk, (raw and manufactured).....do...	113	315
Sugar.....do...		10,126
Tobacco, (prepared).....do...	6,887	4,222
Varnish.....do...	451	487
Vermilion and white wax.....do...	259	261

TABLE C., EXPORTS.—*The principal articles exported during the year, as compared with 1869.*

Description of goods.	1869.	1870.
Bamboo shoots.....piculs..	31,041	24,277
Bamboo ware.....do...	528	1,264
Flowers, (dried).....do...	863	1,166
Fruits, (dried).....do...	834	1,402
Lampblack.....do...	2,300	2,865
Lotus nuts.....do...	109	199
Lung-ngans.....do...	3,778	3,677
Medicines.....do...	1,764	2,533
Muscles, (dried).....do...	1,467	1,888
Olives.....do...	3,635	6,988
Oranges and orange peel.....do...	9,705	11,786
Paper.....do...	73,846	51,850
Paper joss.....do...	11,445	9,419
Plants.....pieces..	184,355	64,233
Preserves.....piculs..	1,556	1,502
Rice.....do...	644	1,021
Tea.....do...	521,688	483,655
Timber.....pieces..	616,057	388,232
Tobacco, (prepared).....piculs..	134	763

TABLE D.—*Distribution of the tea export among foreign countries.*

	Great Britain.	English Channel.	Australia.	United States.	Hong Kong.
Tea, (black).....pounds..	31, 023, 733	3, 323, ⁸⁶⁶	9, 421, 467	8, 676, 466	732, 400
Tea, (green).....do....	529, 333	.....	2, 000	.....	.....

TABLE E.—*Re-exports to Chinese ports of the principal imports of foreign and native origin during the year, as compared with 1869.*

Description of goods.	1869.	1870.
Shirtings.....pieces..	343	29
Turkey-red cloths and cambrics.....do.....	.....	130
English camlets.....do.....	42	50
Spanish stripes.....do.....	24	240
Lead, (in pigs).....piculs..	1, 698	.....
Opium, all kinds.....do.....	93	183
Bêche-de-Mer.....do.....	26	17
Fish, dried and salted.....do.....	.....	.....
Medicines.....do.....	.....	16
White wax.....do.....	6	.....
Oil bean.....do.....	.....	878
Sugar.....do.....	.....	160
T cloths.....pieces..	225	.....

TABLE F.—*Foreign goods conveyed to the interior, under transit passes, during the year, as compared with 1869.*

Description of goods.	1869.	1870.
T cloth.....pieces..	3, 270	3, 435
Long ells.....do.....	20	.....
Lead.....piculs..	41, 580	34, 232
Tin.....do.....	22	.....
Piece goods.....pieces..	.....	12

TABLE G.—*Passenger traffic.*

Countries.	Passengers from.				Passengers to.			
	Sailing vessels.		Steamers.		Sailing vessels.		Steamers.	
	European.	Chinese.	European.	Chinese.	European.	Chinese.	European.	Chinese.
England.....	1	.....	.....	.....	2	.....	.....	.....
Coast ports.....	7	276	277	2, 543	1	107	251	2, 003
Hong-Kong.....	31	119	77	1, 366	.....	30	107	737
Australia.....	.....	.....	.....	.....	2	.....	.....	.....
Japan.....	2	1	.....	.....	2	.....	.....	.....

TABLE H.—*Movement of treasure.*

Imported..... \$4,208,341 Exported \$341,175

TABLE I.—*Opium.*

Imported, piculs 4,307.47 Exported, piculs 165

The following table shows the dues and duties collected at the port during the year, as compared with 1868 and 1869 :

	1868.	1869.	1870.
	<i>Taels.</i>	<i>Taels.</i>	<i>Taels.</i>
Import duties.....	62,669	55,976	54,998
Opium duties.....	158,815	145,924	135,443
Export duties.....	1,713,939	1,388,641	1,264,723
Coast trade duties.....	25,998	20,592	18,252
Transit dues, inward.....	5,643	5,279	4,351
Transit dues, outward.....			
Tonnage dues.....	19,096	19,273	18,518
Total taels.....	1,986,160	1,635,685	1,496,285
Total dollars.....	2,758,555	2,271,784	2,078,173

Total exports of tea, 64,487,333 pounds.

LEIPSIC.

MAY 6, 1871. (Received May 23, 1871.)

I have the honor to transmit herewith an extract from the "Leipsiger Tagblatt" of the 25th April last, with a translation of the same, giving a statistical review of the exports to the United States from this consular district for several years past, and awarding the highest figures to the quarter just closed.

The annual spring fair is now closing, and it is considered to have been a very successful one, the demand for some kinds of goods, especially woollens, being in excess of the supply, and prices ruling full. I anticipated a very heavy business during the month of April, but regret to find that it has not been quite so large as during the preceding months.

I think the attendance at the fair from America was not very large.

JOHN H. STEWART.

[Translation.]

Concerning the commercial statistics of Leipsic—Export to the United States of America.

LEIPSIC, April 2, 1871.

During the last war between Germany and France, the exports to America have greatly increased, although the high American duties are still essentially in force. The last three quarters show a very considerable augmentation of the export figures of the Leipsic consular district. Indeed the quarter last closed, January, February, March, 1871, shows the highest figures since 1867, up to which year the official quarterly statements of the export trade to the United States are in the hands of the writer. The closing quarter of 1867 presents, on the contrary, the lowest figure. The exports of the Leipsic consular district to America in the months of October, November, December, 1867, amounted to only \$252,708 31 in value, while the same in the spring quarter of the same year had more than tripled this amount, \$804,369 98. The sud-

den deficiency was occasioned by the separation from the Leipsic consular district of those industrial sections of Saxony which were assigned to the newly established consular district of Chemnitz. The exports of the closing quarter of 1867, which had fallen to \$252,708 31, rose again, however, in the next quarter, to \$342,620 90; in the following quarter they amounted already to nearly double that minimum export, \$500,807 28. The third quarter of 1868 showed \$427,037 43; the winter quarter of the same year at last \$355,291 24. There were, therefore, in 1868, two quarters with amounts below \$400,000. The quarterly amounts of the year 1869 did not even once fall below \$400,000; indeed, fully reached \$600,000. The spring and summer quarters were naturally the heaviest; then followed the first, and lastly, the winter quarter with the lowest figure. The quarterly amounts were as follows:

1. To March 31, 1869	\$470, 138 75
2. To June 30, 1869	634, 248 69
3. To September 30, 1869	512, 372 26
4. To December 31, 1869	455, 409 47

Then came the year of the war, 1870. The first two quarters kept astonishingly low, always under \$500,000, but in the two last quarters the exports suddenly rose above \$700,000. The successive values were as follows:

First quarter, 1870	\$471, 372 50
Second quarter, 1870	468, 779 77
Third quarter, 1870	716, 393 39
Fourth quarter, 1870	713, 792 15

What is most remarkable, however, is the enormous figure of the closing quarter. But everything is surpassed by the statistics of the following quarter.

The year 1871 has commenced, as above noticed, with the brightest prospects. The export figures have risen in the first quarter to \$924, 808 38, as above said, the highest amount in the thirteen tables in possession of the reporter. The total export of the year 1868 bears nearly the same proportion to this first quarter of 1871, as 5 : 3.

LYONS.

MARCH 26, 1871. (Received April 26.)

In pursuance of dispatch No. 98, I have the honor to inclose herewith a list of exports for the quarter and the year ending December 31, 1870. In my report of November 30, 1870, dispatch 96, I had already occasion to call attention to the largely increased shipments from this consular district since the outbreak of the Franco-German war. Fear of an invasion by the enemy, and probably still more dread of an attempt on the part of the "most advanced socialists" to carry into practice their views as to the "*solidarité*" of properties, and their schemes of a more righteous distribution of fortunes—these reasons were set forth as the main springs, causing the extraordinary exodus of goods. The same apprehensions continued their hold on the minds of the interested parties, and of course were followed by similar effects in the fourth quarter of 1870, as in the preceding quarter. Thus the aggregate of the shipments in the year ending December 31, 1870, attained the sum of 74,842,912 60 francs, the relative importance of which appears more strikingly in the inclosed comparative table of exports during the last eight years. The duties collected on these goods from Lyons in 1870 yielded not less than eight millions of dollars, coin.

Holders of goods were generally anxious to place their stocks beyond the vicissitudes of war. Manufactures reduced their operations during the critical period since July last to the very lowest measure of production. Numbers of them stopped work entirely. All others continued only to fill orders, or to furnish the means of subsistence to their choicest hands. After eight months of such "*régime de guerre*" the markets of Lyons and St. Etienne, afford no longer those rich assortments of goods for which this district was always renowned.

Simultaneously with the declaration of war, began on the part of all

banking-houses and money institutions generally, a system of retrenchment in affording facilities by loans, discounts, &c., which became more and more rigorous as the disasters inflicted by the war augmented. That all business was most seriously hampered by this extreme prudence of capitalists is obvious, but it speaks highly for the soundness of the commercial community of these parts, that in spite of the sudden stagnation of the circulation of funds not a single one of the leading firms, and hardly any of less importance, had to liquidate business in consequence thereof. Lyons has thus made good the high estimation in which she is held as the comparatively wealthiest city of France.

Business transactions based on long credits are almost unknown, and especially in the silk trade, cash down is the general rule. The raw material is bought on thirty days' term. Silk goods are payable within the month they are purchased in.

Without the strict adhesion to such simple principles, a financial crisis and consequent disasters would have been inevitable, particularly so, after Paris was once shut off from the outer world, Paris being, as of everything else, the center of all financial transactions; there all resources converge, to be diffused again over the whole land, keeping it thereby in the most immediate dependence of its capital. It is well known that the Lyons district is by far the greatest and therefore most influential consumer of raw silk. The very reduced demands for supplying this market could not but seriously influence the value of that precious staple, for the comparatively increased activity of other consumers (Basle, Zurich, &c.) counterbalances but feebly the meagerness of French orders of purchase. The prices therefore shrunk everywhere from the former ranges, and after a short period of oscillations in the beginning of hostilities, settled very materially lower. A progressing tendency in the actual quotations is not soon to be expected, even if the languishing factories and trade generally should derive new life and vigor from peace promptly and candidly made, and a society reassuming the much-needed tranquillity and placidity. During the war the stocks of European as well as Asiatic silks have accumulated so largely that it will take considerable time to work them off to dimensions proportionate to the wants of the legitimate trade.

One of the first acts originating in the state of war was the law declaring the paper issues of the Bank of France legal tenders for the payment of all debts. It deserves notice that, notwithstanding the wretched and helpless condition of the affairs of the French government, laid bare by the war, the people's confidence in the paper money of an institution so intimately connected with that government remained unabated. Gold gained in the first excitement about 2 per cent. over its paper representative, but soon this difference lessened, and was almost stationary between $\frac{1}{4}$ to $\frac{1}{2}$ per cent., while at the same time government vouchers sunk much in the public valuation under the weight of the disasters of the armies.

The mere allusion to the financial condition of France raises almost spontaneously the question whether and how she will succeed, to comply with the conditions of peace which the Germans imposed, *i. e.*, the paying within two years of one thousand millions of dollars. Considering the immensity of this sum, one would be astonished to find almost the entire people rather buoyant regarding the ability to pay and to pay promptly. To set all scruples about this ability at rest, they love to look back on a similar situation made them by the downfall of the first Napoleonic empire in 1815, and they take all possible comfort from the comparative ease with which France freed herself of her obligations

contracted with the powers of allied Europe. Optimists are sure that the recent exactions of the conquerors will be as lightly borne as those of fifty-five years ago; they certainly omit to consider fully the very different situations of France in 1815 and 1871.

The peace of Paris of 1815 ended a long period of mostly successful wars, which had raised, and even after the ultimate failure maintained the prestige of French arms over all others in Europe. During these wars the most eccentric French views in regard to the "natural frontiers" had been carried into reality, and far beyond these extended frontiers, and the "alluvial lowlands" of the Rhine, many vassals of France recognized her as supreme and protectorate. The resources of France grew coëxtensively with her direct and feudal dominions and the genius of a Napoleon I understood perfectly the art how to avail itself of the boundless powers given into his hands. By a system of drawing largely on the men and wealth of these dependent states, to fight and pay the battles of their protector, the resources of France proper were comparatively safeguarded, so much so, that after twenty years of strife, after the disaster at Moscow, and the defeat at Leipsic, the public debt of France in 1814 was but one hundred and fifty millions of dollars, a sum swelled, after the final crushing stroke at Waterloo, and after the payment of contributions and indemnities to all enemies, to three hundred and fifty millions of dollars in 1816. Otherwise, France remained the same she was in her Bourbonic times.

Things are very different in 1871. The many and various forms of government that France to gave herself since the first empire proved all very inconstant. All these different rules, however, resembled each other in one point—the constant increase of the state's debt; especially during the second empire this progress was observable by the necessity of loans recurring at pretty regular periods. The three hundred and fifty millions of 1816 had grown to two thousand eight hundred millions of dollars before the late war. This time there were no allies to stand by this country and to shoulder a portion of the war; all the waste of life and treasure had to be borne by France alone.

The cost of the war on her side is not yet made known, and will not be made known for the present, but from all that can be learned, it will not be less than eight hundred to one thousand millions of dollars. This sum and the one thousand millions imposed by the Germans as war indemnities, added to the public debt stated above, before the war, will make up the stupendous aggregate of four thousand eight hundred millions of dollars, or twenty-four "milliards" of francs. Only the enthusiastic disposition underlying the character of the French can prevent them, as yet, from realizing fully the immensity of this sum, exceeding by one-fourth the debt of England—until now the source of consolation for all financiers of Europe—and requiring for its payment the entire production of precious metals for twenty years, while all the moneys deposited in the vaults of the greatest financial centers would not even suffice for the liquidation of the millions of cash due to Germany by way of war indemnities. But there is no doubt the effects of so crushing a burden will soon be felt by this country, so terribly diminished in its productive powers by the war which laid waste the agriculture, industry, and commerce of so many provinces, and which alienated three of its richest and most fertile departments. This latter permanent loss alone deprives the Treasury of not less than twenty millions of dollars of yearly revenue.

With these facts before us, it seems impossible that the ardent desire of many patriots to anticipate the pecuniary obligations toward Ger-

many, in order to free the French soil of the foreign troops could be earnestly entertained, not to speak of the soundness of a measure which would deprive France of all her means to repair and build up again all that the war has ruined and destroyed. Pecuniary assistance from abroad cannot be well looked for before she has succeeded in part to revive the now paralyzed or dormant factors of her wealth, and particularly not before she has shown ample confidence in the quiet reconstitution of her society and in her ability to redeem all her obligations. France loves to point out the United States as an instance that a suddenly and unexpectedly enlarged public debt may be reduced to moderate dimensions within a few years; but before taking too much comfort from this comparison, France has to prove that she really possesses the same boundless resources as our country; that her population is as unanimous in their application for that purpose, and that her elements of taxation are sufficiently buoyant to stand the expansion necessary, without detriment to the productive abilities and the well-being of her people. The last years of the empire have hardly shown much elasticity in these tax-producing elements, but all this may, and certainly will change under a better and cheaper administration.

The payment in cash of the stipulated one thousand millions of dollars, and the consequent displacement of all available capitals of Europe, will shift the center of financial gravity from London and Paris to Berlin, whether temporarily, or permanently, remains to be seen after some time. But there is no doubt that a very large portion of the above sum will be employed for military purposes; new fortresses will be built, others remodeled after more modern theories. To augment the navy in proportion to the land forces and the protection required for German commerce in foreign ports is a most popular desideratum. Besides these costly investments, a large sum will be set apart as a fund for pensioning properly the numberless maimed, widows, and orphans by the late war.

The withdrawal from circulation of so heavy amounts cannot but affect, at least for a while, the value of gold and silver and also the rates of discount. The community of interests of all money markets will prevent any lasting preponderance of the German markets, although the control of the bulk of all the ready cash of Europe must necessarily prove to be, before a long while, a powerful instrument in the hands of an energetic and active people, to advance its commercial pursuits by fostering the growth of its industry and the development of its shipping trade.

Looking at the antecedents of some of the leading members of the actual government of France, there is good reason to conjecture that a change in the commercial policy of this country is not only possible, but imminent, by returning partially to the protective theories in vigor before the year of 1860. To what extent this change will be put into execution it is, of course, impossible to guess; but that it will be wrought with great difficulties is obvious, as the period of free trade, which governed the French commercial relations for ten years, gave rise to an era of industrial overproduction which cannot well be broken off suddenly without jeopardizing the very large sums invested in factories and other enterprises.

In enumerating the effects of the late war on French commerce, as they come under my observation, I have to call attention yet to some evils demonstrated to exist in the transatlantic shipping trade of this country. They are—

1. The necessity of forcing all goods dependent on that shipping to converge into one port, Havre, if steam is required. No other port affords a line of regular American steamers.

2. The dependence of French trade for even this restricted facility on foreign steamer lines, the only French line existing being out of proportion to the requirements of that business.

The immediate consequence of these deficiencies was, that since the blockade of Paris, the great thoroughfare of goods passing from the south and southeast of France in the direction of Havre, shippers of these parts had no direct access to the steamers plying between Europe and America. Neither Marseilles nor Bordeaux offered, during the whole interregnum caused by the Paris siege and up to this day, any kind of appropriate and sufficient means for managing the unexpected addition to their ordinary forwarding business. Bordeaux took no earnest step at all to remedy that state of affairs, while Marseilles succeeded, after a long delay, only to cause a few Italian and English steamers to call at her piers for the lading of mountains of goods accumulating there. But these steamers are in size and sailing powers far below the actual necessities of the moment, and in every way inferior to those trading ordinarily between Havre (Brest) and our country.

The steamers of the French *Compagnie Transatlantique*, were mostly chartered by the government for war purposes, and of course did not contribute materially to relieve the suffering commerce.

Even after the final conclusion of peace it does not appear quite evident that the shippers have to expect a very essential amelioration in these important matters, as it is not unlikely that the prevailing antipathy against all Germans and German enterprises will prove a more or less effectual bar against the return of the Hamburg and Bremen steamers into French ports. An augmentation of their own lines is certainly out of the question at first. The French transatlantic lines are heavily subsidized by the government, and their ships and arrangements are of such a character as to exclude the possibility of continuing their trips without this aid. The stress of other pecuniary obligations will render it impossible for the government to enlarge the subsidies, if they will be granted hereafter at all; and to expect the most desirable increase of the shipping facilities from private initiative and energy seems more than problematical, notwithstanding an investment of this kind would, under proper administration, yield remunerative profits. In dwelling for a moment longer on the situation of these things, I do so with the conviction that it offers unusual inducements to American enterprise to step in and fill the gap which impedes sorrowfully the advance of the business relations of the two countries.

An American steamer line is sure to possess from the beginning the precedence over any English or German competitor in the eyes of all French shippers, and the success of such an enterprise seems to be almost beyond doubt, considering the favorable circumstances attending its origin just now, and if proper regard be paid to the conditions imposed lately to the carrying business. That such a line of steamers should be well prepared for the transport of deck passengers is evident, for this class of passengers will certainly form an immense source of income within the next year, because, besides the large number of emigrants from South Germany, Alsace, &c., for which the French channel ports are always of the easiest access, a very considerable contingent may be reasonably expected from France proper. In spite of all the reluctance of the working classes and peasantry of this country to leave their native soil, the tax collector and the political situation created by the issues of the last war will become cogent reasons to look about for more genial shores for the pursuit of their prosperity.

P. JOS. OSTERHAUS.

Comparative statement of exports from the consular district of Lyons to the United States during the years 1863 to 1870, inclusive.

Character of merchandise.	1863.	1864.	1865.	1866.	1867.	1868.	1869.	1870.
	France.	France.	France.	France.	France.	France.	France.	France.
Raw silk.....	19,750,134 00	18,431,980 00	33,156,519 00	87,808,647 65	{ 2,347,925 60	873,580 35	1,143,284 10	2,374,330 30
Silk and velvet piece-goods.....			9,774,334 00	14,812,642 70	{ 22,023,071 45	29,284,950 00	37,652,845 60	44,008,849 00
Silk ribbons.....			3,963,739 00	4,092,130 65	{ 5,874,802 55	5,448,779 00	8,338,640 10	12,098,848 25
Velvet ribbons.....			1,794,801 00	1,499,130 85	{ 4,846,447 05	5,167,544 70	3,312,903 70	6,518,625 85
Tulle, crapes, gauzes and laces.....			(*)	(*)	{ 705,485 00	1,218,524 90	808,753 55	1,261,871 75
Shawls.....			576,199 00	870,006 30	{ 405,367 10	596,897 50	634,871 05	822,642 25
Silk trimmings.....			615,239 00	108,618 25	{ 883,261 75	574,259 50	444,604 05	520,620 60
Metallic trimmings, military and church ornaments.....			138,349 00	108,618 25	{ 151,934 85	150,063 65	268,589 70	321,021 25
Kid and leather gloves.....			862,165 00	2,305,703 55	{ 2,146,955 60	1,538,110 15	2,305,091 00	3,454,520 65
Silk, cotton, and cloth gloves.....			(*)	(*)	{ 2,178,419 90	1,148,589 90	106,880 85	74,405 70
Woolen goods.....			373,690 00	466,336 30	{ 484,891 55	214,073 90	411,486 50	399,947 85
Cotton goods.....			(*)	(*)	{ 471,023 70	387,070 65	37,065 45	859,708 30
Leathers and skins.....			38,963 00	20,653 55	{ 20,353 50	67,937 65	222,394 70	540,798 30
Dyestuff and chemicals.....			(*)	(*)	{ (*)	(*)	(*)	137,763 50
Metal and hardware.....			74,723 00	193,732 25	{ 260,950 00	92,415 35	101,408 00	266,349 30
Wines and liquors.....			1,046,574 00	1,974,773 10	{ 462,044 80	285,799 90	689,319 50	105,494 65
Sundry.....			285,049 00					416,095 10
Total.....	30,528,461 00	28,834,711 00	51,841,156 00	54,912,564 15	41,327,934 40	46,007,510 10	56,972,217 35	74,842,912 60

* Included with silk goods or sundry.

Exports from the consular district of Lyons to the United States in the year 1870.

Character of merchandise.	1st quarter.	2d quarter.	3d quarter.	4th quarter.	Total 1870.
Raw silk	France. 408,351 05	France. 336,554 05	France. 405,906 90	France. 1,123,288 30	France. 2,374,330 30
Silk and velvet piece-goods	9,336,351 40	8,694,749 55	18,788,046 75	9,189,701 30	44,008,849 00
Silk ribbons	2,896,625 90	2,630,775 60	4,536,271 50	9,025,165 25	12,098,848 25
Velvet ribbons	1,313,476 40	996,344 00	1,958,749 05	2,350,056 40	6,518,625 85
Tulle, crapes, gauze, and laces	646,948 25	176,531 45	116,324 80	342,067 25	1,381,871 75
Shawls	195,744 90	39,849 00	341,901 45	946,247 60	882,642 25
Silk trimmings	79,276 90	7,594 90	92,163 05	91,636 45	230,630 60
Metallic trimmings, church ornaments, &c	44,408 45	86,695 45	125,031 45	64,885 90	321,021 25
Kid and leather gloves	927,206 90	598,368 60	988,044 05	940,901 10	3,454,590 65
Silk, cotton, and cloth gloves	44,051 30	.....	21,570 45	8,783 95	74,405 70
Woolen goods	199,093 00	143,194 85	753,175 00	324,485 00	1,399,947 85
Leathers and skins	237,566 00	192,316 15	117,546 40	382,479 75	850,708 30
Dyestuffs	28,573 30	64,463 35	213,471 90	274,299 85	590,798 30
Metals and hardware	36,445 00	57,385 90	11,068 35	28,274 35	137,763 50
Wines and liquors	96,359 65	11,962 20	43,784 10	184,243 35	266,349 30
Sundry	30,483 70	35,497 45	28,228 50	11,265 00	105,494 65
.....	121,109 75	51,457 45	92,134 15	151,383 75	416,085 10
Total	16,562,310 45	12,053,679 95	28,593,717 65	17,653,904 55	74,862,912 60

Extract exhibiting that portion of the above aggregate exports in 1870 sent from the consular agency at St. Etienne.

Character of merchandise.	1st quarter.	2d quarter.	3d quarter.	4th quarter.	Total 1870.
Silk ribbons	France. 2,167,335 65	France. 2,068,798 65	France. 3,171,224 60	France. 1,467,331 05	France. 8,872,979 95
Velvet ribbons	1,252,329 75	946,335 05	1,494,800 15	2,126,973 05	6,149,908 00
Trimnings	53,286 25	1,886 90	37,637 90	75,864 60	168,795 35
Sundry	82,519 45	13,618 75	86,449 25	323,669 10	505,456 55
Total	3,655,441 10	3,028,599 35	5,118,691 90	3,994,037 80	15,687,139 75

MOROCCO.

Report on the trade and commerce of Morocco for the year 1870.

TANGIER, April 21, 1871.—(Received June 7, 1871.)

The general state of trade during the year 1870 was not altogether unsatisfactory, although from various circumstances, which will be hereafter mentioned, business was not quite so active as it has been in former years, and as there was every reason to anticipate that it would have been. The total number of vessels which arrived at the various ports of Morocco during the year was 1,036 of 161,196 tons, distributed as follows, as regards the flags of each nation.

Nationality.	Vessels.	Tons.	Crews.
British	540	88,275	6,345.
Belgian	5	622	33
French	190	57,799	3,977
Italian	4	581	32
Jerusalem	3	144	21
Portuguese	57	1,796	358
Spanish	236	11,629	2,151
Tunisian	1	350	257

The total number of vessels of all flags which entered during the year 1869 was 1,101 of 170,526 tons; it will thus be seen that there has been a slight decrease in the gross tonnage during the year 1870. The decrease in the gross amount of tonnage during 1870 was caused by the smaller number of French vessels that arrived at Moorish ports toward the close of the year, owing to the state of affairs in France caused by the war. There has been considerable decline in the export trade during the year 1870, as will appear from a comparison of the amounts of exports during that and the preceding years, which were as follows:

1869	\$3,516,600
1870	3,136,940

This falling off in the amount of exports is observable principally in a few of the staple articles, such as hides, goat-skins, and olive oil. The war, and disturbed state of trade in France, cut off, during the latter part of the year, all demand for goat-skins for that country, which offers the best market.

The quantity of hides exported fell short by nearly 3,000 bales, of the quantity exported in the preceding year; a good average business was nevertheless done in hides, exceeding that of any former year, with the exception of 1869, when an extraordinary number of hides were thrown upon the market, owing to the great mortality which existed among the cattle.

The quantity of olive oil exported during the year was 28,905 hundred-weight. In 1869, 40,164 hundred-weight, and in 1866, 42,780 hundred-weight were shipped from Morocco. In the years 1868 and 1867, the quantities exported were 13,755 hundred-weight and 12,689 hundred-weight, respectively. The yield of the year 1870 may be considered as only moderate, and the quantity exported during the year was almost as much less than that exported during the two good years, 1869 and

1866, as it was in excess of that exported during the two years 1868 and 1867, when the crops were exceedingly small. Wool was largely exported during the year, but prices were low, owing to the comparatively small demand for Marseilles. Of the 66,953 hundred-weight of wool *in grease*, exported during the year, 45,819 hundred-weight were shipped to Marseilles, and 19,610 hundred-weight to London. Of the 11,099 hundred-weight of washed wool exported, 7,519 hundred-weight went to Marseilles, and 5,753 hundred-weight to London. The remainder was exported to Belgium.

Nothing was shipped from Morocco during the past year, owing to the continued maintenance of the prohibition that was placed upon its exportation in 1868. Had this restriction been removed, the total value of exports would have been considerably augmented.

Specie to the amount of \$405,070 was exported from this country during the year 1870.

The import trade during the year 1870 experienced a decrease, small, when compared with the year immediately preceding it, but very considerable when contrasted with the previous years. The value of imports during the seven years preceding 1867 averaged \$4,292,835; in 1868 it fell to \$4,228,050; in 1869 it fell further to \$3,613,780, and in the past year it amounted to no more than \$3,386,470. The cause of this gradual decline will be found in the falling off of the export trade, Morocco having furnished produce in exchange for foreign commodities. It may, however, be anticipated that, with the improved condition of the agricultural classes, owing to more abundant harvests, trade will survive. Should the permission to export grain, which the Sultan has lately accorded for the term of four months, and applicable only to the stocks actually held by merchants, be made general, there can be no doubt that a great impulse will be given to commerce, and that both the export and import trade will show results equal to those of former years, before the country was impoverished by a succession of bad harvests. The sum of \$484,215 in specie was imported during the year 1870. The year 1870 has been a most fortunate one as regards agriculture, and there has not been for many years such an abundant harvest as that of the past year. The crops of wheat, barley, and corn (maize) were especially fine. Large quantities of grain were purchased by foreign merchants for speculation, and the stores at the ports of Darelbaida, Mazagan, and Saffee were filled to overflowing. The Sultan, however, constantly declined to permit the exportation of grain on the plea that he was unwilling, by allowing it to be sent abroad, to expose the country to a renewal of the suffering which it had experienced from the deficient harvests of the last few years. It was only at the commencement of the present year that his Majesty at length resolved to permit the exportation of cereals; but the permission, as has been stated above, was not general, the term during which exportation was allowed being fixed at four months, and merchants being forbidden to ship more than what they had actually in store at the seaports. Had the Sultan's order been much longer withheld, the grain would have rotted in the stores, and several commercial firms would have been ruined.

At the time at which I am writing, the price of grain is so low in some parts of Morocco that the cost of its transportation to the coast exceeds the price that it would obtain at the seaports.

At Fez and Mequinez wheat is now selling at about twenty-five cents per bushel. There is every prospect of an equally abundant harvest during the present year.

Names of the chief articles of imports into Morocco.

Ale.	Flour.	Potatoes.
Alum.	Gin.	Prints.
Aniseed.	Ginger.	Quicksilver.
Antimony.	Glassware.	Raisins.
Arsenic.	Gums.	Red caps.
Bedsteads.	Handkerchiefs.	Resin.
Bellows.	Hardware.	Rhubarb.
Biscuit.	Honey.	Rice.
Books.	Incense.	Rum.
Bricks.	Indigo.	Salt.
Butter.	Iron.	Salampores.
Campeachy wood.	Lavender.	Sarsaparilla.
Candles.	Lead.	Silk stuff.
Candlesticks.	Leather.	Silk, (raw.)
Cards.	Linen.	Shot.
Carpets.	Linseed oil.	Soap.
China.	Looking-glasses.	Spice.
Cinnamon.	Macaroni.	Steel.
Clocks.	Manchester goods.	Sugar, (brown.)
Cloth.	Marble slabs.	Sugar, (crushed.)
Cloves.	Matches.	Sugar, (loaf.)
Coals.	Mersayas.	Tartar.
Cochineal.	Muslins.	Tea.
Coffee.	Nails.	Teapots.
Coffee-pots.	Needles.	Thread.
Coleras.	Nutmegs.	Tin.
Copperas.	Ocher.	Tobacco.
Coral.	Oil.	Trays.
Cottons, (American.)	Paint.	Turbans.
Cotton, raw.	Paper, (brown.)	Vinegar.
Crockery.	Paper, (writing.)	Walnuts.
Damask silk.	Pepper.	Wine, (bottled.)
Drugs.	Paraffine oil.	Wine, (pipes.)
Earthenware.	Petroleum.	Specie.
Figs.	Planks.	

The duty on imported goods does not exceed 10 per cent. on their value at the port of disembarkation.

Names of articles of exports from Morocco, and the duty levied upon each of them.

	Doll.	Oz.		Doll.	Oz.
Wheat,* per shike fanega.....	1	.....	Horns, per 1,000		20
Maize and durra, per full fanega.....	½	.....	Tallow, per cantar		50
Barley,* per shike fanega.....	½	.....	Mules,* per head.....	25	.....
All other grain, per cantar.....	½	.....	Donkeys,* per head.....	5	.....
Flour,* per cantar.....	½	30	Sheep,* per head.....	1	.....
Birdseed, per cantar.....	½	12	Goats,* per head.....	1	15
Dates, per cantar.....	½	40	Fowls, per dozen.....	1	22
Almonds, per cantar.....	½	35	Eggs, per 1,000	1	51
Oranges, lemons, limes, per 1,000	½	12	Slippers, per 100	1	70
Wild marjoram, per cantar ..	½	10	Porcupine quills, per 1,000..	1	5
Cummin seed, per cantar	½	20	Gasool, per cantar	1	15
Oil, per cantar.....	½	50	Ostrich feathers, per pound..	1	36
Gums, per cantar	½	20	Baskets, per 100	1	30
Hanna, per cantar	½	15	Caraway seed, per cantar ..	1	20
Wax, per cantar	½	120	Combs of wood, per 100	1	5
Rice, per cantar	½	16	Hair, per cantar	1	30
Wool, (washed,) per cantar...	½	80	Raisins, per cantar.....	1	20
Wool, (in grease,) per cantar..	½	55	Woolen sashes, (called kar-asy,) per 100	1	100
Hides, sheep-skins, and goat-skins, per cantar	½	36	Tackans, (dye,) per cantar ..	1	20
Tanned skins, (called felaly,) zawany cochineal, per cantar	½	100	Tanned fleeces, per cantar ..	1	36
			Hemp and flax, per cantar ..	1	40

* Exportation prohibited.

The Spanish dollar is equivalent to 34½ ounces.

The five-franc piece is equivalent to 32½ ounces.

Return of foreign shipping cleared from the ports of Morocco in the year 1970, showing the gross amount of exports during the same period.

Porta.	British.				French.			Spanish.			Portuguese.			Total value of cargoes.		
	Vessels.	Tons.	Crews.	Value of cargoes.	Vessels.	Tons.	Crews.	Value of cargoes.	Vessels.	Tons.	Crews.	Value of cargoes.	Tons.		Crews.	Value of cargoes.
Tanger	322	28,345	885	\$682,435	60	21,447	1,804	\$142,665	44	680	497	\$54,350	38	1,127	340	\$12,700
Tetuan	42	691	179	40,460	5	480	30	50,000	4	133	602	3,975	6	190	32	1,545
Larache	17	1,663	105	96,700	9	2,563	132	57,025	7	50	20	3,000	12	466	75	31,920
Rabat	7	1,731	116	62,940	9	2,563	132	57,025	7	873	197	44,305	12	466	75	31,920
Casablanca	43	15,027	935	140,465	39	12,131	697	368,575	14	2,198	924	10,635	12	466	75	31,920
Mazagan	41	16,178	834	86,720	33	9,950	651	91,625	12	1,884	945	94,040	12	466	75	31,920
Saffee	28	9,455	493	101,440	7	2,447	143	17,365	7	945	190	6,750	1	13	6	.....
Mogadore	35	14,121	751	1,053,460	26	8,511	486	219,550	14	2,041	258	48,700	1	13	6	.....
Total	535	87,211	6,308	2,264,720	188	57,549	3,963	946,825	225	11,517	2,163	195,755	57	1,796	353	45,475

Porta.	Belgian.				Jerusalem.			Italian.			Tunisian.			Total value of cargoes.		
	Vessels.	Tons.	Crews.	Value of cargoes.	Vessels.	Tons.	Crews.	Value of cargoes.	Vessels.	Tons.	Crews.	Value of cargoes.	Tons.		Crews.	Value of cargoes.
Tanger	1	117	6	\$8,480	3	144	21	\$500	1	140	10	.....	1	350	27	\$901,930
Tetuan	1	150	7	10,500	2	300	14	20,000	.....	.....	.....	.....	.....	.....	.....	44,435
Larache .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	181,745
Rabat .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	195,400
Casablanca	2	228	14	8,655	.....	.....	.....	.....	1	141	8	\$15,300	.....	.....	.....	534,975
Mazagan .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	211,040
Saffee	1	117	6	94,900	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	125,775
Mogadore	5	623	33	22,535	5	444	35	20,500	2	281	18	15,300	1	350	27	1,346,610
Total .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,541,910

Return of foreign shipping entering into the ports of Morocco in the year 1870, showing the gross amount of imports during the same period.

Ports.	British.				French.				Spanish.				Portuguese.			
	Vessels.	Tons.	Crews.	Value of cargoes.	Vessels.	Tons.	Crews.	Value of cargoes.	Vessels.	Tons.	Crews.	Value of cargoes.	Vessels.	Tons.	Crews.	Value of cargoes.
Tangier.....	324	22,783	2	\$933,710	69	21,447	1,804	\$223,795	44	2,640	497	\$19,250	38	1,127	240	\$12,030
Tetuan.....	44	725	185	62,860	5	460	30	.....	134	938	580	1,200	6	190	32	225
Larache.....	17	1,663	105	16,130	9	2,563	132	.....	4	30	30	.....	12	466	75	72,240
Rabat.....	7	1,731	116	6,500	9	2,563	132	.....	7	873	127	42,175	12	466	75	72,240
Casablanca.....	42	14,936	927	352,030	39	12,151	697	366,800	14	2,198	294	65,870	.....	.....	.....	.....
Mazagan.....	41	16,178	834	141,645	33	9,950	651	68,845	12	1,884	245	3,510	.....	.....	.....	.....
Nazce.....	28	9,435	493	106,635	7	2,447	143	20,465	7	945	120	8,000	.....	.....	.....	.....
Saffee.....	28	9,435	493	106,635	7	2,447	143	20,465	7	945	120	8,000	.....	.....	.....	.....
Mogadore.....	37	14,801	779	1,145,615	28	9,761	500	135,335	14	2,041	238	32,255	1	13	6	.....
Totals.....	540	88,275	6,345	2,765,345	190	57,799	3,977	815,240	236	11,629	2,151	174,320	57	1,796	353	84,495

Ports.	Belgian.				Jerusalem.				Italian.				Tunisian.				Total value of cargoes.
	Vessels.	Tons.	Crews.	Value of cargoes.	Vessels.	Tons.	Crews.	Value of cargoes.	Vessels.	Tons.	Crews.	Value of cargoes.	Vessels.	Tons.	Crews.	Value of cargoes.	
Tangier.....	1	117	6	\$12,000	3	144	21	\$1,000	1	140	10	.....	1	350	27	\$1,201,785
Tetuan.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	64,190
Larache.....	1	150	7	.....	.....	.....	.....	.....	2	360	14	.....	.....	.....	.....	16,355
Rabat.....	.....	.....	.....	.....	.....	.....	.....	.....	1	141	8	.....	.....	.....	.....	190,915
Casablanca.....	2	238	14	14,460	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	784,700
Mazagan.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	230,660
Saffee.....	1	117	6	3,825	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	135,190
Mogadore.....	1,317,080	
Totals.....	5	622	33	30,285	3	144	21	1,000	4	581	32	1	350	27	3,870,685	

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